

### *Traffic Conditions*

The City of San Diego's Significance Determination Thresholds (2007a) contain criteria for assessing operational traffic/circulation impacts as summarized in Section 5.3.2. No construction related criteria exist. For the purposes of this analysis, a significant impact was assessed if the project would result in:

- Substantial traffic delays where traffic conditions are currently considered unacceptable.
- A substantial increase in demand for off-site parking supply.
- A substantial, long-term disruption of existing pedestrian routes in the project area.

### *Noise Environment*

The City of San Diego's Significance Determination Thresholds (2007a) state that noise levels would be considered significant under CEQA if the following would occur as a result of project construction activities:

- Temporary construction noise would exceed 75 dBA  $L_{eq}$  at a sensitive receptor, or would substantially interfere with normal business communication or affect sensitive receptors, such as day care facilities, hospitals or schools.

### *Public Views*

The City of San Diego's Significance Determination Thresholds (2007a) establishes thresholds for potential impacts to public views from designated open space areas, roads or parks, and for project impacts to visual landmarks or scenic vistas. In order for a project to result in a significant impact, one or more of the following conditions must apply:

- The project would substantially block a view through a designated public view corridor as shown in an adopted community plan, the General Plan, or the Local Coastal Program.
- The project would cause substantial view blockage of a public resource (such as the ocean) that is considered significant by the applicable community plan.

### *Nuisance Dust*

No criteria exist for nuisance dust; however, the City of San Diego's Significance Determination Thresholds (2007a) state that a project will normally be judged to produce a significant or potentially significant air quality impact if the project would:

- Expose sensitive receptors to substantial pollutant concentrations.

**Issue 1:** Would the proposal result in substantial traffic delays, parking loss or pedestrian circulation disruption caused by road and/or sidewalk closures/detours/narrowing that could temporarily affect off-site roads, sidewalks and parking supply?

The proposed project and all the various Master PDP land use scenarios are collectively discussed herein, with no one land use scenario having the potential to cause significantly greater land use impacts than the others. Therefore, no worst-case scenario is identified. It should be noted that the project applicant has decided to not pursue hotel or office uses; although the analysis remains herein for information purposes.

Construction of the project may contribute to temporary traffic delays in the project vicinity due to traffic generated from construction vehicles, which would consist primarily of heavy trucks and worker vehicles. Delay incurred from the proposed project would be of concern if it occurred for a long period of time and involved a large number of vehicles.

There are several major phases of construction activities, including grading, concrete pours and building structures. Each construction activity has its own intensity and duration, while other construction phases, such as demolition and landscape installation would have a lower traffic intensity and duration. A simple ADT calculation was conducted for each major construction activity based on information provided by the applicant. A passenger car equivalence (PCE) was applied to large construction trucks. Table 5.9-1 provides a summary of anticipated traffic volumes caused by construction activities.

Table 5.9-1 PHASE 1 DAILY CONSTRUCTION TRIPS <sup>1</sup>	
Required Vehicles	ADT
<b>Grading</b> (6 months for both retail expansion and residential)	
50 heavy trucks/day x 2 trips/heavy truck x 2 PCE	200
200 workers vehicles/day x 2 trips/worker vehicle	400
<b>TOTAL</b>	<b>600</b>
<b>Concrete pours</b> (2 months for both retail expansion and residential)	
100 heavy trucks/day x 2 trips/heavy truck x 3 PCE	600
200 workers vehicles/day x 2 trips/worker vehicle	400
<b>TOTAL</b>	<b>1000</b>
<b>Building structures</b> (3 months at maximum activity)	
400 workers vehicles/day x 2 trips/worker vehicle	800
<b>TOTAL</b>	<b>800</b>

Source: LLG 2007

<sup>1</sup> Daily construction trips for Phase 2 would consist of 120 truck trips and 80 construction workers, which would be considerably less than Phase 1.

Table 5.9-1 shows that the maximum anticipated construction traffic would be 1,000 ADT, which is considerably lower than the proposed project ADT (i.e., 17,800) and would be temporary in nature (i.e., 2 months). Because existing traffic conditions in the University City area are currently congested, the addition of construction traffic would contribute to congestion. Because the existing peak hour traffic conditions in the UTC area are heavily congested and would continue to be so in the future, the potential exists that large construction vehicles could worsen traffic conditions in and around the project site, resulting in a significant impact relating to traffic conditions in the area. This condition would be particularly significant during the transfer of heavy equipment and export of excess soil material and demolition debris because large vehicles are typically slower moving than standard vehicles, which can cause additional delays. Traffic control plans are to be completed to the satisfaction of the City Engineer prior to commencement of work. The traffic control plans detail work zones, land closures/transitions, and work hours.

Pedestrian and vehicular access would be maintained throughout the construction phase of the project, but there would be periods during which access would be re-routed around construction activities for safety reasons. All on-site circulation patterns would be maintained during construction phases and only minor modifications would be required at two of the project entrances to allow for the construction of traffic signals and intersection improvements (refer to Section 5.3, *Transportation/Circulation*, for a description of those improvements). The sidewalks fronting La Jolla Village Drive, Genesee Avenue, Towne Centre Drive and Nobel Drive would also be temporarily removed during construction, but would be replaced in conjunction with project development. No long-term disruption of existing pedestrian routes would be expected upon completion of construction.

As noted in the parking analysis summarized in Section 5.3, *Transportation/Circulation*, the expanded shopping center would have a temporary shortfall of parking spaces during the month of December when holiday shopping demands peak (Fehr & Peers/Kaku Associates 2007). During project construction, this impact may be more pronounced at the center as existing surface parking is temporarily disrupted during the three-year period when construction of the Phase 1 parking structures and retail expansion is occurring. However, the applicant would manage parking to accommodate demand during construction through a combination of measures, including the provision of temporary new parking on site, potentially constructing new parking structures early in the construction phase and potentially increasing its off-site parking program, that would be implemented in a manner that would best address parking shortage throughout the stages of construction. Once construction is completed, the parking supply would be sufficient during most of the year to satisfy parking demands at the center; mitigation is recommended in Section 5.3 to address the December deficient.

## Significance of Impacts

Due to the degraded existing conditions of local street segments and intersections immediately adjacent to the UTC property, the potential exists for a significant impact on traffic conditions during project construction. Implementation of the proposed project would substantially impact parking supply or pedestrian routes in and around the project site during construction, but the impact would be less than significant since it would be temporary in nature and addressed by parking mitigation listed in Section 5.3, *Transportation/Circulation*.

## Mitigation Measures, Monitoring and Reporting Program

Implementation of the following mitigation measure would reduce potentially significant, short-term traffic delays associated with the off-site transport of equipment and excess soil/demolition debris to below a level of significance:

MM 5.9-1      Prior to and during construction, the transfer of heavy equipment and truck export of demolition materials and earth material shall not occur during peak traffic hours (e.g., 7 a.m. to 9 a.m. and 4 p.m. to 6 p.m.). The final plans for each phase of construction shall note this requirement in the traffic control plan.

Issue 2:        **Would the proposal result in a significant increase in the existing ambient noise levels during project construction that would result in the exposure of sensitive receptors to noise levels in excess of the City's adopted noise ordinance?**

The proposed project and all the various Master PDP land use scenarios are collectively discussed herein, with no one land use scenario having the potential to cause significantly greater land use impacts than the others. Therefore, no worst-case scenario is identified. It should be noted that the project applicant has decided to not pursue hotel or office uses; although the analysis remains herein for information purposes.

Construction during Phase 1 would occur over a three-year period and involve two sequences of demolition, grading, foundation construction and finish construction. In addition, off-site traffic improvements would produce short-term noise increases during their construction. Noise generated by construction equipment, as previously discussed, would vary in intensity and duration during the various construction sequences identified for Phase 1. Noise generated during construction activities would result in a temporary increase in noise on the project site and in the project vicinity. Noise sensitive receptors are located immediately south of the project site.

In the future, residential development within the Towne Centre Gardens district would entail construction in close proximity to the on-site community day care facility and off-site residences south

of the project site. In addition, relocation of the childcare facility to the Torrey Trail district would produce construction noise in close proximity to off-site residences south of the project site. It is likely that construction noise could exceed the *City Noise Ordinance* standard of 75 dBA 12-hour average during that phase of project construction.

Implementation of the required traffic mitigation would also result in temporary noise impacts to adjacent land uses. Sensitive receptors (i.e., multi-family residential) occur along the segment of Nobel Drive between Genesee Avenue and Lombard Place where additional traffic lanes would be added. This construction would occur in the same location as the construction area of the Nobel Heights district.

### Significance of Impacts

Construction of the proposed project has the potential to result in a substantial increase in existing ambient noise levels which would expose sensitive receptors to noise levels exceeding the City's Noise Ordinance standard during construction. Thus, project short-term impacts to ambient noise levels would be potentially significant.

### Mitigation Measures, Monitoring and Reporting Program

Implementation of the following mitigation measures during construction of the proposed project would reduce potentially significant, short-term construction-related noise impacts associated with demolition, grading and excavation to below a level of significance:

- MM 5.9-2 During all construction activities, ensure that equipment has properly operating and maintained mufflers.
- MM 5.9-3 Prior to and during construction activity, locate staging areas as far away as possible from the day care center and existing residences.
- MM 5.9-4 At least 72 hours prior to demolition activities in adjacent construction areas, the applicant or contractor shall notify the community day care center and nearby residences of the activity including its anticipated duration.
- MM 5.9-5 Prior to any construction activity, temporary noise barriers shall be erected along the property line between construction equipment sources and adjacent to southern property line and on-site day care centers sensitive receptors. The materials, height and specific location of such barriers shall be determined by a site-specific noise reduction study conducted by a qualified acoustician after the detailed construction schedule and equipment list have been completed. Noise barriers shall be designed to achieve the

noise limit of 75 dBA 12-hour average set by the Noise Ordinance and adjusted as necessary during construction to ensure that noise levels are reduced as much as possible at property lines of sensitive receptors.

**Issue 3: Would the proposal cause a substantial, short-term degradation of any public viewing areas?**

The proposed project and all the various Master PDP land use scenarios are collectively discussed herein, with no one land use scenario having the potential to cause significantly greater land use impacts than the others. Therefore, no worst-case scenario is identified. It should be noted that the project applicant has decided to not pursue hotel or office uses; although the analysis remains herein for information purposes.

There are no public view corridors identified for this area in the *University Community Plan*. The proposed project would redevelop an existing shopping center site in an already urbanized area and would not open up a new area for development that would ultimately cause a view blockage. The applicant would use temporary barriers during construction to block views of construction activities (Westfield 2007).

### **Significance of Impacts**

Project construction would not conflict with the City of San Diego's Significance Determination Thresholds (2007a) for public vistas or scenic views. No vistas or scenic views exist in the project area; therefore, no significant public view impacts are identified.

### **Mitigation Measures, Monitoring and Reporting Program**

No significant impacts are identified; therefore, no mitigation is required.

**Issue 4: Would the proposal cause excessive levels of fugitive dust that would be considered a nuisance to adjacent users?**

The proposed project and all the various Master PDP land use scenarios are collectively discussed herein, with no one land use scenario having the potential to cause significantly greater land use impacts than the others. Therefore, no worst-case scenario is identified. It should be noted that the project applicant has decided to not pursue hotel or office uses; although the analysis remains herein for information purposes.

Construction of new development would be conducted in a sequenced manner over a period of three years. Construction would be sequenced to reduce the disruption of business for any of the retail

tenants at the existing and expanded center. On a daily basis, the amount of construction vehicles, workers and equipment operating on site would vary depending on the sequence. Demolition activities and earthwork would produce small particulate fugitive dust, as discussed in Section 5.4, *Air Quality*, which has the potential to cause health effects to sensitive receptors. In addition, larger particulate dust would be produced during demolition and construction activities that could be perceived as a nuisance to shoppers, businesses, and nearby residents because it can soil cars, stores and homes. Dust control measures are required as air quality mitigation to minimize the production of fugitive dust; those same measures, such as the application of water during grading, stabilization of internal roadways, use of sweepers or water trucks to remove "track-out," termination of grading in excessive winds and stabilization of dirt storage piles would serve to minimize nuisance dust to less than significant levels. Refer to Section 5.4, *Air Quality*, for further discussion of air quality impacts associated with project construction.

### **Significance of Impacts**

The potential for nuisance dust exists during project construction, but the impact would be less than significant since it would be temporary in nature and controlled by air quality mitigation measures listed in Section 5.4, *Air Quality*.

### **Mitigation Measures, Monitoring and Reporting Program**

No significant impacts are identified; therefore, no mitigation is required.

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## 6.0 OTHER CEQA SECTIONS

### 6.1 GROWTH INDUCEMENT

The California Environmental Quality Act of 1970 (CEQA) requires that environmental documents analyze the potential for a project to induce direct or indirect population growth, economic development and additional housing construction (Public Resources Code Section 21100; CEQA Guidelines Section 15126.2[d]). This includes projects that remove obstacles of growth by accommodating additional population or construction, such as expansion of major public service facilities. The CEQA Guidelines (Section 15126.2[d]) state, "It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment."

The proposed project consists of the redevelopment and new development of expanded commercial retail space, up to 725 multi-family residential dwelling units, ~~up to 250 hotel rooms, and up to 35,000 sf of office~~ over the next several years. The land uses proposed for the project site are consistent with the land use designation in the *University Community Plan* and the proposed commercial zoning (CR-1-1). During the two project construction phases, demand for various construction trade skills and labor would increase. It is anticipated that this demand would be met by the local labor force and would not require importation of a substantial number of workers that could cause an increased demand for temporary or permanent housing in this area.

The completed development would create additional part-time and full-time employment, involving a wide variety of jobs ranging from low to high wage scales. None of the anticipated retail, hotel and/or office uses are expected to require the importation of a specialized work force. The labor pool within the project area is adequate. While the project has the potential to foster economic growth for the City through expanded retail sales, it is expected to have a limited effect on regional population growth because it would draw from the local population for jobs. The proposed housing (up to 725 multi-family dwelling units) is not substantial in number and would accommodate regional growth projected for the project area and the City consistent with the "City of Villages" concept in the Strategic Framework Element of the Progress Guide and General Plan. The proposed project would not directly or indirectly increase population growth in the region. No significant pressure on local housing supply or demand is expected to result from development of the proposed project. Proposed residential development would accommodate growth predicted for the region.

The project site is currently developed and is designated for urban uses and surrounded by existing and planned urban development and infrastructure. The economic growth associated with the expanded commercial space on the UTC property would have beneficial effects in the City of San Diego due to the increased sales tax revenues and would not trigger population growth or urban development which would have environmental consequences.

The proposed project would not require the extension or expansion of public services, utilities or infrastructure to an area not already serviced by local utilities or services. It would not require extension of any roads. The proposed project would be compatible with long-range plans for mass transit through expansion of the transit center and reservation of land for a future SANDAG light rail station. In addition, development of the proposed project would not remove any physical barriers to growth. Therefore, growth inducement would not be significant as a result of the proposed project.

## 6.2 SIGNIFICANT IRREVERSIBLE EFFECTS

The proposed project would result in long-term, irretrievable losses of non-renewable resources such as fuel and energy. As the property possesses no biological or mineral resources, commitment of the site to the proposed development would not deprive the region of sensitive biological resources or important mineral resources.

Construction of the proposed development would result in incremental demands on lumber and forest products, sand and gravel, asphalt, petrochemicals, and other construction materials. Construction would also incrementally reduce existing supplies of fuel oil, natural gas and gasoline. An incremental increase in energy demand would also occur during post-construction activities including lighting, heating and cooling of the proposed structures.

## 6.3 EFFECTS FOUND NOT TO BE SIGNIFICANT

Based on an Initial Study for the proposed project, the City of San Diego (City) Environmental Analysis Section of the Development Review Division determined that the preparation of an EIR was necessary to examine the following potentially significant issues: land use, aesthetics/visual quality, transportation/circulation, air quality, hydrology/water quality, paleontology, public utilities, water conservation and construction effects. Issues not considered significant, and the reasons for the finding of no significance for each of these issues, are provided below.

### 6.3.1 Agriculture Resources

The proposed project is not anticipated to impact agriculture resources. The project site is currently developed with a regional shopping center and surrounded by urban development and infrastructure. Therefore, there is no potential for viable agricultural resources to be impacted by project development.

### 6.3.2 Biological Resources

The proposed project would not directly or indirectly impact biological resources as described below. The 75-acre project site is almost entirely developed, including the landscaped open space to the

south. The exception is an-and does not support any approximately 1.4 acre area of natural vegetation communities on the southern slopes of the Torrey Trail district. The UTC project site, including the Torrey Trail area, is within the Urban Areas of the City's Multiple Species Conservation Program (MSCP) Subarea Plan and is located outside the Multi-Habitat Planning Area (MHPA). The UTC project site, including the Torrey Trail area The site is surrounded by urban development and infrastructure, such a major roads. No MHPA exists in the project vicinity. A reconnaissance of the Torrey Trail area was conducted in February 2008 to determine the extent, if any, of sensitive biological resources on site. The reconnaissance consisted of a walk-thru, habitat mapping and general wildlife observations; the results of those observations are summarized herein and contained in a letter report prepared by HELIX Environmental Planning, Inc. (HELIX 2008), which is located in Appendix N to the EIR.

During the reconnaissance, it was observed that the Torrey Trail area primarily contains developed land with ornamental landscaping but also supports 1.36 acres of three vegetation communities considered sensitive biological resources under the City's Environmentally Sensitive Lands (ESL) regulations: 0.23 acre coastal sage scrub-disturbed (Tier II), 0.9 acre southern mixed chaparral-disturbed (Tier IIIA), and 0.23 acre coast scrub oak (*Quercus dumosa*) chaparral-disturbed (Tier IIIA). The areas containing habitat appear to be remnant undeveloped strips of lands left over from the original development of the adjacent subdivisions on both sides of the canyon and the graded Torrey Trail open space below (Figure 6-1, *Environmentally Sensitive Lands within Torrey Trail District*). All three habitats are disturbed, support a high number and cover of non-native invasive exotic plant species, are exposed to high levels of noise and lighting from the adjacent urban developments, and are isolated by urban development from any other native habitat. Because of the afore-mentioned factors, these areas lack the quantity, quality, and connectivity needed to support or contribute to the long-term viability of the local biological diversity. In addition, the potential for sensitive plant or animal species to occur in the habitats is low because of the degraded habitat quality, its isolated location, and lack of connectivity to other native habitat. No sensitive species observations were made during the field reconnaissance.

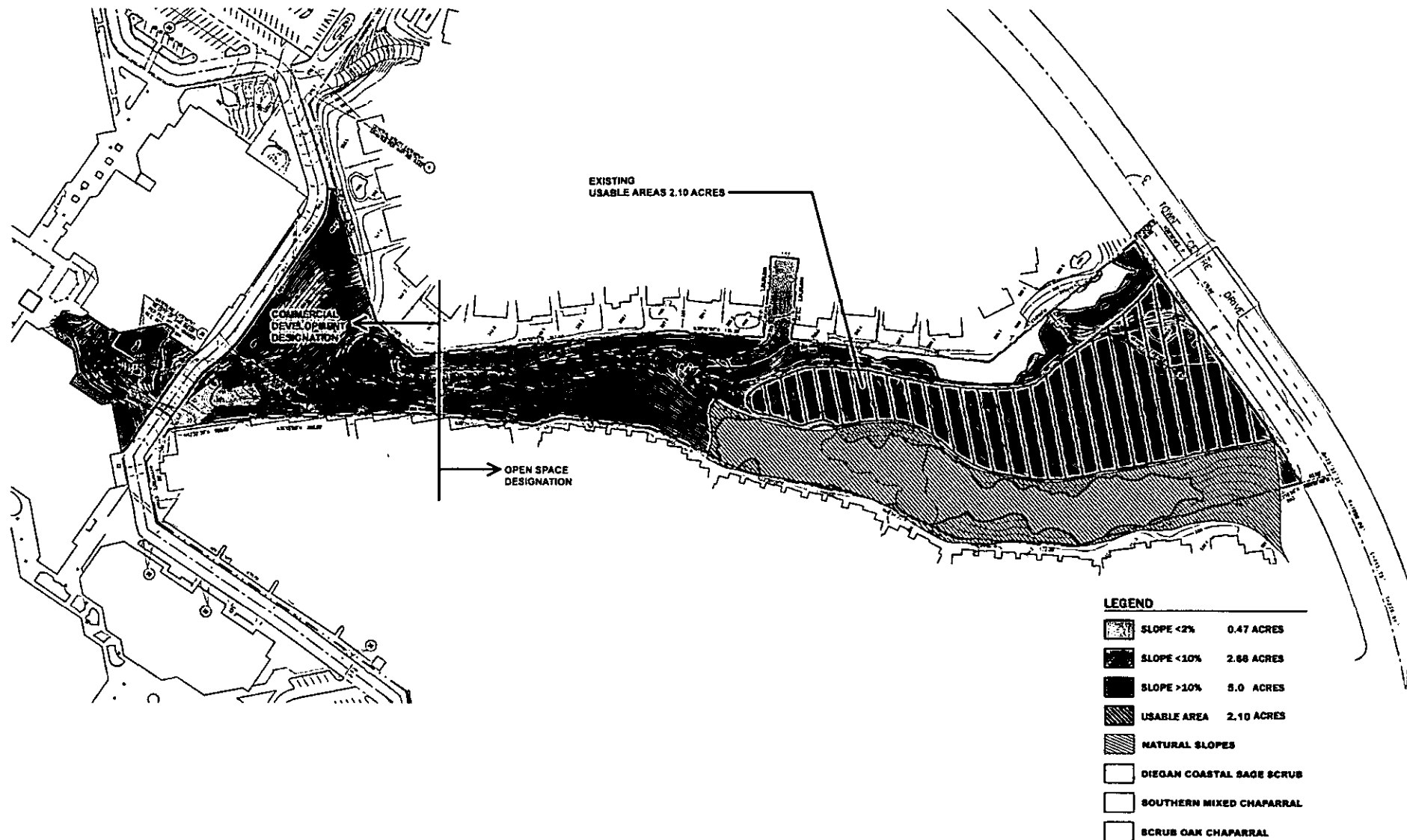
The UTC parkland improvements proposed by the Master PDP in the Torrey Trail area of the UTC project site would not directly impact or encroach into the on-site ESL (Figure 6-1). The Torrey Trail improvements may include pedestrian lighting, a tot lot, benches, picnic tables, new landscaping and/or other park-like amenities; the balance of the area would remain as landscaped open space. Although the design for the park improvements would be developed in the future with input from the local community, the Master PDP for the UTC project specifies that no encroachment into ESL shall be permitted. To ensure its protection, a covenant easement would be recorded across all ESL on the premises.

The habitat is already subjected to edge effects caused by surrounding urban uses. The proposed park improvements would not worsen these indirect impacts because: 1) the proposed improvements would

not contribute new sources of urban runoff because of their location below the habitat areas; 2) any illumination of park amenities would be low, shielded and directed away from the habitat; 3) construction and operational noise is not expected to be substantial and noise restrictions are not placed on projects located outside the MHPA; 4) potential construction dust effects on vegetation would be minimized through the implementation of air quality mitigation; 5) no invasive plant species would be planted in the park improvement area; 6) park improvements would not increase human or pet activity in the habitat; 7) no brush management would be needed; 8) errant construction impacts would be avoided through enforcement of a buffer between the improvements and the habitat; and 9) no wetlands exist that would require a buffer. Therefore, sensitive biological resources, including ESL, would not be impacted by development of the proposed project.

~~The project is not used as a wildlife corridor and would not interfere with the movement of any resident or migratory fish or wildlife species, or diminish habitat for fish, wildlife or plants. The project would not impact any state or federally endangered, threatened or rare species, or listed species habitats. In addition, the site and its surroundings have not been identified as part of the Multiple Habitat Planning Area (MHPA) by the City's Multiple Species Conservation Program (MSCP) Subarea Plan, nor does it support any covered vegetation communities or covered species. Therefore, biological resources would not be impacted by development of the proposed project.~~

Replacement of an off-site sewer line by others, for which the project applicant would pay its fair share of the construction costs (see MM 5.7-1), would result in impacts to biological resources in nearby Rose Canyon. An analysis of those impacts is provided in the Monte Verde Final EIR (SCH No. 2003091106). The previous analysis was certified by the City Council on September 17, 2007 and is incorporated by reference into this EIR, in accordance with Section 15150 of the State CEQA Guidelines. Direct impacts to up to 0.56 acre of sensitive upland habitat, including native grassland, Diegan coastal sage scrub and non-native grassland, and 0.14 acre of wetland habitat, including southern cottonwood-willow riparian forest and southern willow scrub, would result. Impacts would occur both inside and outside of the City's Multi-Habitat Planning Area (MHPA). Indirect impacts to general wildlife occupying the canyon were determined and attributable to night lighting, construction noise, edge effects and sedimentation. Potential impacts to a sensitive animal species, such as the coastal California gnatcatcher, southwestern willow flycatcher, least Bell's vireo and nesting raptors, caused by direct habitat loss and/or elevated noise levels during breeding seasons were also identified. Mitigation measures to compensate for the direct and indirect impacts of the sewer line replacement were identified in the Monte Verde Final EIR and were made conditions of approval for that project. Those measures include contribution to the City's Habitat Acquisition Fund, construction monitoring, implementation of a wetland revegetation plan, preconstruction surveys for sensitive bird species, and avoidance of occupied habitat removal during the various breeding seasons.



Source: Westfield 2008

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## Environmentally Sensitive Lands Within Torrey Trail District

UTC REVITALIZATION PROJECT

Figure 6-1

### 6.3.3 Cultural Resources

The proposed project is not anticipated to impact cultural resources. The project site is developed with a shopping center, and it is not anticipated that any cultural resources remain intact due to the prior extent of grading and development on site in the late 1970's. Thus, no significant impacts to cultural resources, including prehistoric and historic, are expected.

Replacement of the off-site sewer line, which the project applicant would pay its fair share of the construction costs (see MM 5.7-1), would impact cultural resources in nearby Rose Canyon. An analysis of those impacts is provided in the Monte Verde Final EIR (SCH No. 2003091106). The previous analysis was certified by the City Council on September 17, 2007 and is incorporated by reference into this EIR, in accordance with Section 15150 of the State CEQA Guidelines. As stated in the previous analysis, replacement of a portion of the off-site sewer line in Rose Canyon would result in direct impacts to a known prehistoric archaeological site and unknown historic resources. Mitigation measures to compensate for these direct impacts of the sewer line replacement are identified in the Monte Verde Final EIR and were made conditions of approval for that project. Those measures include implementation of a data recovery program for the known resources and construction monitoring of all grading and earthmoving activities.

### 6.3.4 Geology and Soils

No soil or geologic conditions located on the project site would result in significant impacts. The project site is located mainly on a marine terrace or mesa that downslopes gently south, west and east. In-filled tributary drainages are located along the southern and eastern site boundaries (Ninyo & Moore 2002a). The project site is underlain with stratified sedimentary rock units of the (1) Eocene-age Scripps Formation containing sandstone and siltstone, (2) Stadium Conglomerate containing cobble-boulder conglomerate and sandstone and (3) overlying Pleistocene-age Lindavista Formation containing sandstone with occasional cobble layers. These formations may contain cemented concretionary layers. The sedimentary units are overlain with surficial soil materials that are expected to contain artificial fill from construction activities associated with the existing development. Fill may also contain unconsolidated deposits of topsoil, colluvium and/or alluvium. No shallow static groundwater table is anticipated on site, because the elevation of the site is relatively high. Seasonal rainfall, irrigation and other sources may form localized shallow perched groundwater. The formational units on site are generally able to support building foundations and other structural masses. The on-site surficial soils may not be suitable for structural support without incorporation of measures into the project design and construction to ensure building and public safety (Ninyo & Moore 2002a). Structures to be built on surficial soils on site would incorporate such measures. The proposed project is not anticipated to increase the exposure of people or structures to major geologic hazards such as earthquakes, landslides, mudslides, ground failure or similar hazards. As such, impacts associated with the project as they relate to geology and soils would not occur.

### 6.3.5 Hazards and Hazardous Materials

No impacts from hazardous materials are anticipated. The project would not involve the development of a hazardous waste facility or require the routine transport, handling, storage or treatment of hazardous materials. One location on site (Sears Auto Center; a vehicle service center) was listed as storing/utilizing hazardous materials associated with vehicles (i.e., gasoline and other vehicle fluids) (San Diego County 2003). Under the proposed project, the Sears Auto Center may be relocated on the project site, as the current location may be redeveloped with a parking and residential structure.

The project site is not located in an area known or suspected to contain contamination sites, nor is it located on or within the vicinity of an active or former landfill. The project would not involve dewatering or excavations that would interfere with the ground water table; therefore, no permanent dewatering would occur as a result of constructing the project. Demolition of old structures suspected of containing asbestos or other hazardous materials would not occur since the site was developed in the late 1970s and modified in the late 1980s after asbestos-containing materials were eliminated from building construction practices. The project site is not located within or adjacent to any areas that have a high public safety risk, such as airport accident potential zones, and permanent buildings are not proposed in a floodway. Therefore, impacts relating to hazards and hazardous materials associated with the project would not occur.

### 6.3.6 Mineral Resources

Impacts to mineral resources are not anticipated. Geological formation and soil conditions underlying the proposed project site are not suitable for the extraction of sand and gravel resources. The site is designated as Mineral Resource Zone Three (MRZ-3) by Kohler and Miller (1982). Although this category indicates that insufficient information is available to determine mineral resource value, it also implies that a high resource value is unlikely. In addition, the project site is in an urbanized area and is designated for regional commercial use by the City Zoning Ordinance and *University Community Plan*. As such, project impacts on mineral resources would not occur.

### 6.3.7 Noise

No significant impacts associated with long-term noise are anticipated. The *University Community Plan* states that vehicular traffic along major roadways in the community generates noise levels exceeding 65 decibels (dB) Community Noise Equivalent Level (CNEL). Vehicular traffic resulting from development of the proposed project would not generate a significant increase in ambient noise levels. As shown in the noise analysis conducted for the University City North-South Transportation Corridor Study, buildout of the community with the UTC Community Plan Amendment (CPA) would result in a less than audible (i.e., 3 decibel) change in future noise levels along adjacent roads, in particular along Genesee Avenue and Nobel Drive where a number of noise-sensitive residential units occur near

UTC (City of San Diego 2004c). Since offsite traffic mitigation described in Section 5.3, *Transportation/Circulation*, of this report would involve the construction of additional lanes of travel along roadway in the community, the potential for transportation noise would exist. However, the required improvements are planned in the *University Community Plan*; therefore, no additional transportation noise effects on offsite noise sensitive land uses, such as residences, would be expected. In addition, long-term noise exposure in the canyon would not substantially change since the proposed project would contribute to less than a three percent increase in traffic along Genesee Avenue, which would not significantly affect ambient noise levels. The Master PDP proposes the development of noise sensitive residential in the University Central, Nobel Heights and Towne Center Gardens districts near from major roadways where exterior noise levels may exceed 65 dB CNEL. Because of the urban character of the potential residential units, usable living areas would not likely be impacted by elevated noise from adjacent roadways. However, the potential would exist that noise levels inside the units could exceed the interior noise standard of 45 dB CNEL. Interior noise levels for noise sensitive uses are regulated by the City Building Inspection Department, which enforces Title 24 of the California Noise Insulation Standards. Noise insulation for residential dwelling units is required to *reduce interior noise levels to 45 dB CNEL or below, and interior noise levels for office and retail buildings cannot exceed 50 dB CNEL*. The project would be designed and built so that interior noise levels due to traffic noise would not be exceeded upon development of the proposed project.

The existing childcare facility on site would be relocated within the north end of the Torrey Trail district as described in Section 3.0, *Project Description*. The play areas for the existing facility are situated between the mall and a service road and parking lot, approximately 100 feet northeast of the proposed location. The relocated facility would also feature an outdoor play area for the children and a new drop-off area. These activities would have the potential to create operational noise on the project site. The noise would be audible to nearby off-site residences, but would not result in significant impacts because both the drop-off area and outdoor play area would be situated near the existing service drive next to the ice rink and the daycare buildings would be placed south of the play area, thus shielding the nearby residences from excessive noise associated with drop-off and play activities that would be closer to them than the current daycare location.

Therefore, long-term acoustical impacts associated with the project would not be significant. Refer to Section 5.9, *Construction Effects*, for discussion regarding short-term noise impacts associated with construction of the proposed project.

#### 6.3.8 Population and Housing

No adverse impacts to population or housing are anticipated from development of the proposed project. The net increase of retail space on the project site would increase employment opportunities. It is anticipated that the majority of new employees would reside locally and not require new housing in the community. In addition, housing provided by this development is proposed as part of a



Community Plan Amendment. While residential uses were not anticipated for the site under the adopted *University Community Plan*, this proposal would contribute additional housing to the limited regional housing supply in the central part of the County of San Diego. This project would allow for up to 725 multi-family residential dwelling units equating to approximately 1,465 new residents based on the 2.02 persons per household regional average (SANDAG 2006). The project would not displace any existing housing. The types of housing and the multi-use nature of the project both conform to themes described in the *University Community Plan*. Therefore, population and housing related impacts associated with the project would not be significant.

### 6.3.9 Public Services

#### Fire

No impacts are anticipated from the proposed project on the Fire Department's service capabilities. The site is developed and currently serviced by the City Fire Department. The nearest fire station (Station 35) is located approximately 1.2 miles (driving distance) north of the project site at 4285 Eastgate Mall. This station (Station 35) houses one engine, one truck, one chemical rig and one Battalion Chief vehicle. Four firefighters staff the engine and four firefighters staff the truck company at all times. The station is also staffed with a Battalion Chief and two paramedics. The City's goal is to maintain a maximum initial response time of six minutes for fire protection and eight minutes for paramedic services. The response time to the project site is estimated to be within three minutes, which is under the City's goal. However, the project site does not have the ability of a full first alarm assignment, which consists of three engines and tow trucks, to reach the site in a prescribed time. In addition, the engine company at Station 35 is over workload capacity in number of incidents per year, which necessitates outlying engine companies from distant stations to provide to this area. The City Council recently approved a CPA to add additional fire stations in the area to help provide relief to existing fire service in the University City community. Any new stations that are added to the University City Facilities Benefit Assessment (FBA) would be funded as community improvements; therefore, impacts to fire services would be less than significant.

The proposed project would increase the intensity of urban development currently on site and would add up to 725 new residential units over the next several years; however, the project site is within an urban area, and is not adjacent to open space where fire risk is increased due to greater susceptibility to wildfire. Development is not expected to decrease the City Fire Department's ability to service the site.

#### Police

Impacts to the Police Department's service capabilities are anticipated to be less than significant. The site is developed and currently serviced by the City Police Department. The nearest police substation

(Northern Division) is located approximately 1.2 miles (driving distance) north of the project site at 4275 Eastgate Mall. Police response times are based on the type of the call for service and the ratio of police officers to population. The police department's goal for responding to emergency priority calls is seven minutes. Response times to the project site are difficult to determine because officers patrol the community and do not often respond to a call directly from the substation. Response times on average for the Northern Division are 8.9 minutes for emergency calls and 18.4 minutes for Priority One calls. The current 8.9-minute average response time is 1.6 minutes over the City's 7.3-minute average response time for emergency calls.

There are a total of approximately 185 sworn law enforcement officers within the Northern Division. The department goal is for a ratio of officers to population of 1.5 officers per 1,000 persons. The Northern Division encompasses 68.2 square miles and serves a population of approximately 249,900 people, which results in 0.6 officers per 1,000 people, 232 officers less than the goal ratio. An increase in the City population may incrementally impact the ratio and require additional police officers; however, that impact would not be substantial. New employees of the proposed project (e.g., employees of the redeveloped and expanded retail space) would likely already reside locally or regionally and would already be included in the projected City population figures. The new residential units would increase the area's population by up to 1,465 people. Some residents of the proposed multi-family residential dwelling units may also be relocating from other communities in the City. Development is not expected to decrease the City's ability to service the area.

## Schools

The proposed project is not anticipated to significantly impact schools. The proposed project would increase the population in the University City area due to construction of up to 725 multi-family residential dwelling units which would also house a number of school-age children. The nearest public school facilities to the project site are: Doyle Elementary School (approximately 0.5 mile southwest of the project site), Standley Middle School (one mile south of the project site) and University City High School (0.5 mile south of the project site). The number of school-age children anticipated to live in the proposed residential units would not be substantial, and school district planning involves conservative projections of student population increases. The payment of statutory school facility fees would help to resolve any potential long-term school capacity shortfalls in the community. Therefore, the anticipated impact upon schools would not be significant.

### 6.3.10 Recreation

## Parks

The City's Progress Guide and General Plan guidelines recommend a minimum 10.0 acre neighborhood park for every 3,500 – 5,000 residents located within 0.5 mile service radius and a

minimum 20-acre community park and a recreation center for every 18,000 – 25,000 residents located within 1.5 mile service radius. For every 50,000 residents, a community swimming pool is recommended within 1.5 – 2 miles service radius. The University Community currently has a deficit of population-based parks for its residents (see Table 6-1, *Parks Within 1.5 miles of the Proposed Project Site*). The University Towne Center Revitalization Project has the potential of adding up to 1,475 new residents. Utilizing General Plan population-based park standards of 2.8 acres per 1,000 residents, there is the need for up to 4.1 useable acres of parkland associated with this project.

Table 6-1 PARKS WITHIN 1.5 MILES OF THE PROPOSED PROJECT SITE		
Park	Approximate distance from proposed project site (mile)	Direction from proposed project site
Doyle Community Park	0.2	SW
Mandell Weiss Eastgate City Park	0.2	NW
Nobel Athletic Area	0.5	SE
Standley Community Park	1.1	S

To satisfy the proposed project's population-based park requirements for residential development under the Master PDP, the proposed project includes provisions for on-site park improvements in the Nobel Heights and Towne Center Gardens districts and in the landscaped open space associated with the Torrey Trail district. Approximately ~~five~~two acres in the southern portion of Torrey Trail has the potential to be used as public open space with privately-maintained ~~for~~ recreational amenities/facilities, with approximately one acre, respectively, available in the other two districts (see diagram 4:28 in the Master PDP contained in EIR Appendix E). ~~To create useable park acres may require the regrading of portions of Torrey Trail.~~ The project applicant would seek community input on the specific types of recreation constructed in the Torrey Trail district. Improvements ~~could~~ may include a tot lot, benches, picnic tables, new landscaping and/or other park-like ~~features~~ amenities. Additional signage would be provided at the northern and southern ends of Torrey Trail and ~~security~~ pedestrian lighting also would be provided throughout the area. The recreation improvements proposed in Nobel Heights, Towne Center Gardens and Torrey Trail districts could offset any increased demand for recreation facilities in the community caused by the up to 725 multi-family residential units associated with the Maximum Residential land use scenario. ~~Alternatively, or in addition to space within Torrey Trail, park equivalent space could be designated on other areas of the site to fulfill the population-based park requirements for the project.~~ The applicant would be responsible for constructing, operating and maintaining the on-site recreation facilities. In addition, two regional recreational areas are within 1.5 miles of the proposed project site. Rose Canyon Open Space Park, located approximately 0.5 mile south of the project site, is approximately 400 acres. Marian Bear Memorial Natural Park, located 1.5 miles south of the project site, is approximately 467

acres. These areas are undeveloped and provide hiking and other recreational opportunities for visitors.

Because of the proposed development of population-based neighborhood park facilities on site and the large size of recreational areas in the vicinity, significant impacts would not occur as a result of the population increase associated with up to 725 multi-family residential units. Therefore, impacts upon recreational resources as a result of the Master PDP would not be significant.

#### 6.3.11 **Energy**

Natural gas and electricity would be used for the operation of the proposed facility. Proposed land uses (e.g., retail and residential) would not use excessive amounts of energy. The project would incorporate a variety of energy saving measures and would not conflict with any adopted energy conservation plans. The proposed project would utilize building materials and insulation in accordance with Uniform Building Code requirements (including State of California Title 24 requirements), reducing the unnecessary loss of energy. Exterior security and accent lighting would be controlled by timers to reduce unnecessary use of electricity. Development would not require the use of new sources of energy.

Fossil fuels would be used by automobiles of employees, consumers, residents and visitors on site. Despite reductions associated with the implementation of energy-efficient design and construction measures, development would contribute to an increase in energy usage and fuel consumption. Reductions would include the development of land uses that are compatible with and supportive of the nearby residential and office uses and contribution to the long-term mass transit programs through expansion of the existing transit center and reservation of land for a SANDAG light rail station. The multi-use nature of the project, including residential and commercial development, is supportive of live-work communities and reflects policies proposed by the *University Community Plan*.

During construction of the proposed project, construction vehicles would also use fossil fuels. However, the use associated with construction (e.g., equipment, employee commute) would not be excessive and such use would be temporary in nature.

Development of the project site would not preclude recovery of mineral or fossil fuel resources. No known economic mineral or fossil fuel resources are present on the project site.

For the abovementioned reasons, project impacts relating to energy resources would not be significant.

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## 7.0 CUMULATIVE IMPACTS

The CEQA Guidelines (Section 15355) state that a cumulative impact consists of an impact, which is created as a result of the combination of the project evaluated in the EIR together with other projects causing related impacts. Section 15130 of the CEQA Guidelines requires that an EIR address cumulative impacts of a project when the project's incremental effect would be cumulatively considerable, wherein "cumulatively considerable" refers to the individual project's effect with respect to past, current and probable projects. This section addresses the project-specific cumulative impacts of implementing the UTC Revitalization Project.

### 7.1 CUMULATIVE PROJECTS SETTING

Projects in the vicinity of the proposed project considered for the analysis of localized issues (i.e., traffic) are mapped in Figure 7-1 and briefly described in Table 7-1, *List of Cumulative Projects In UTC Study Area*. The analysis of cumulative impacts associated with regional issues (i.e., air quality and solid waste) is based on regional plans and policies, such as the Circulation Element of the Community and General plans, the County of San Diego's *Regional Transportation Plan* (RTP), the *Regional Air Quality Strategy* (RAQS) and *Integrated Waste Management Plan* (CIWMP) for the County of San Diego and the *State Implementation Plan* (SIP).

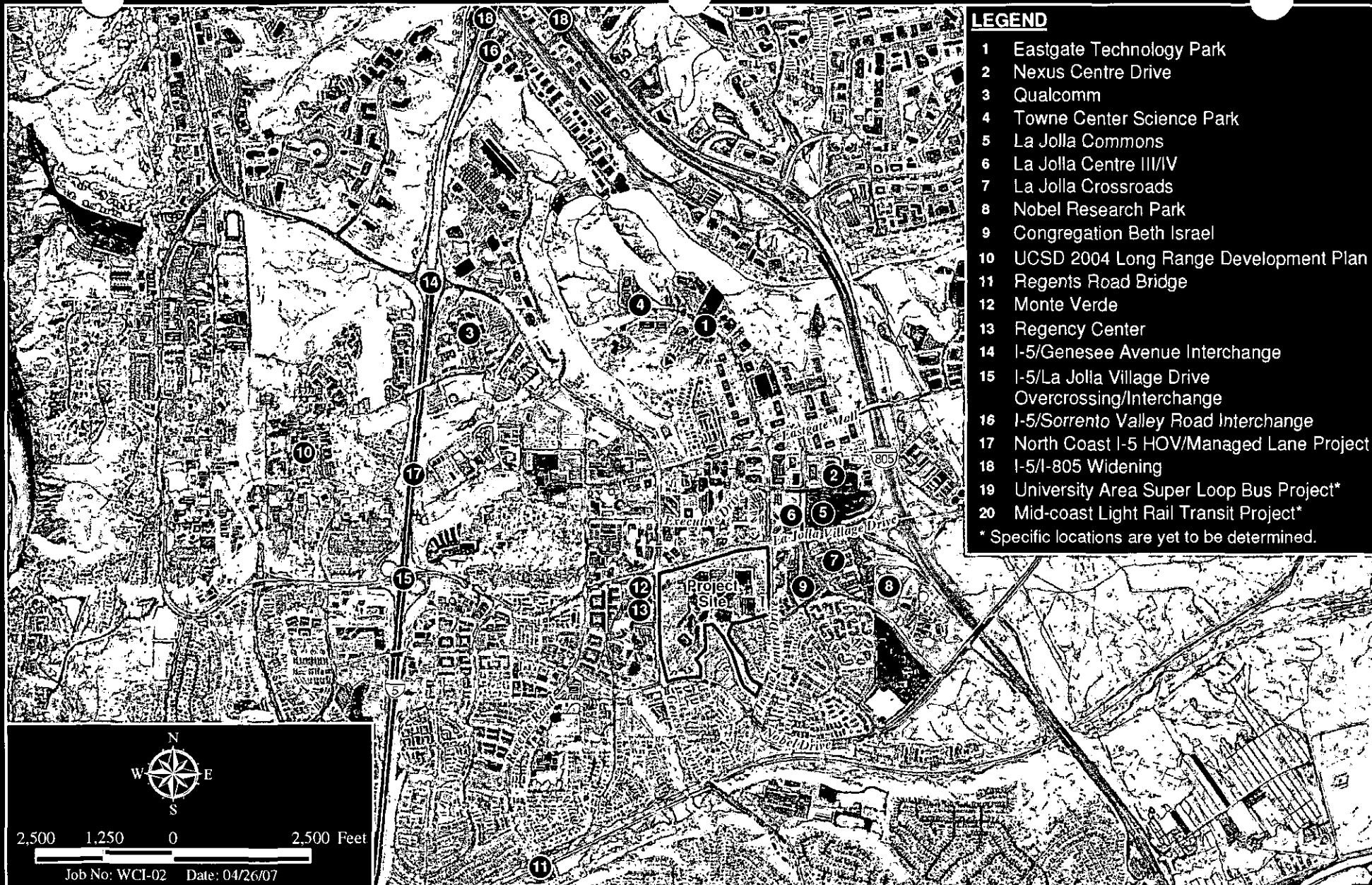
**TABLE 7-1  
LIST OF CUMULATIVE PROJECTS  
IN UTC STUDY AREA**

Project Name	Land Use Statistics/Description
Eastgate Technology Park	225,842 s.f. industrial/business park
Nexus University Science Centre	191,456 s.f. R&D office development
Qualcomm/Campus Point	330,000 s.f. R&D office park
Towne Center Science Park	190,000 s.f. R&D office park
La Jolla Commons	490,000 s.f. R&D office tower, 120 condominium units and 325-room hotel
La Jolla Centre III/IV Community Plan Amendment	547,228 s.f. R&D office park
La Jolla Crossroads	162,000 s.f. R&D office park, 1,500 residential units
Nobel Research Park	766,800 s.f. R&D office park
Congregation Beth Israel	500-seat temple, school (75 pre-school and 180 kindergarten to 8 <sup>th</sup> grade students)
Monte Verde Community Plan Amendment	1,084 multi-family residential dwelling units in four high-rise towers
Regency Centre	75,000 sf retail expansion

Table 7-1 (cont.) LIST OF CUMULATIVE PROJECTS IN UTC STUDY AREA			
Project Name	Land Use Statistics/Description		
	Function	2002-2003 (actual gsf*)	2020-2021 (actual gsf*)
UCSD 2004 Long Range Development Plan (LRDP)	Academic	5,156,000	9,437,000
	Administration/General Services	718,000	891,000
	Public Venue and Sports	823,000	1,401,000
	Housing and Dining	3,059,000	5,594,000
	Hospitals and Clinics	326,000	1,186,000
	Science Research Park		650,000
	Total	10,082,000	19,159,000
Genesee Avenue Widening and Regents Road Bridge	Roadway widening and/or bridge crossing		
I-5/Genesee Avenue Interchange Project	Widen and lengthen existing Genesee Avenue bridge		
I-5/La Jolla Village Drive Overcrossing and Interchange Project	Widen 7,000 feet of roadway, including the overcrossing, and improve other conditions at the interchange		
I-5/Sorrento Valley Road Interchange Project	Redesign I-5/Sorrento Valley Road interchange and add auxiliary lanes between La Jolla Village Drive and Sorrento Valley Road		
North Coast Interstate 5 HOV/Managed Lane Project	Construct managed lanes in each direction on I-5 from La Jolla Village Drive north to Harbor Drive in Oceanside. Environmental studies should be completed in 2008, with construction beginning in 2009		
I-5/I-805 Widening Project	Construct a separate freeway bypass system from the junction of I-5 and I-805 to the Del Mar Heights Road interchange. Project is currently under construction, with northbound lanes opening to traffic in Fall 2005 and completion of project anticipated in Fall 2007		
I-805 Managed Lanes Project	Construct managed lanes in each direction on I-805.		
I-805/La Jolla Village Drive Interchange Project	Reconfiguration of cloverleaf interchange to partial half diamond with HOV lanes on southbound ramps		
University Area Super Loop Bus Project	High-frequency commuter bus project that would serve the campus and the rest of the University Community, including stop at UTC (project, preliminary and environmental work currently being pursued by SANDAG)		
Mid-Coast Light Rail Transit Project	Construct an 11-mile extension of the San Diego trolley system from the Old Town Transit Center to University City (ending with LRT station near UTC along Genesee Avenue). Environmental and preliminary engineering is commencing.		

\* = gross square feet

Source: PBS&J 2004, Linscott Law and Greenspan 2007.



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## Cumulative Projects

UTC REVITALIZATION PROJECT

Figure 7-1



## 7.2 CUMULATIVE EFFECTS ANALYSIS

The environmental impacts of the proposed project with respect to aesthetics/visual quality, transportation/circulation, air quality and public utilities (addressed in Section 5.0, *Environmental Analysis*) are considered potentially significant and, therefore, may contribute to cumulative impacts. Cumulatively significant impacts are assessed when: 1) the proposed project would contribute to an existing significant impact occurring in a community where additional increments would exacerbate the impact and/or 2) the community plan identifies cumulative impacts in the community-wide EIR and the project would contribute significantly to those impacts.

### 7.2.1 Aesthetics/Visual Quality

As discussed in Section 5.2, *Aesthetics/Visual Quality*, the proposed Master PDP would significantly change neighborhood character by allowing residential/hotel/office structures up to 325 to 390 feet above grade within four of the land use districts on site. No other high-rise structures in the community currently extend to that height. However, other related projects listed above in Table 7-1 are proposing towers and two projects, in particular, La Jolla Commons and Monte Verde, propose residential towers that would exceed the height of existing mid- and high-rise development in the community (Project Design Consultants 2006). The applicant for the La Jolla Commons project, which is located south of the La Jolla Village Drive and west of Judicial Way, proposed office, hotel and condominium towers that would be 32 stories (or just over 700 feet amsl) in height, although the lower site grade would make them appear shorter. The proposed Monte Verde project is across the street from the University Central district of the UTC project (near the corner of La Jolla Village Drive and Genesee Avenue). A revised application for the Monte Verde project has been submitted to the City for a reduced tower height that would be more consistent with the established building heights in the community (D. Monroe, pers. comm. 2007). Nonetheless, cumulative impacts to visual character due to changing bulk and scale in the University Community Planning area would be considered significant.

### 7.2.2 Transportation/Circulation

As discussed in Section 5.3, *Transportation/Circulation*, the proposed project was analyzed in combination with the pending projects listed above. The proposed project would increase intersection delays for both the AM and PM peak hours under the near-term and long-term and would significantly impact roadway segments in the study area. Several intersections and roadways in the project area are projected to operate unacceptably without project traffic (i.e., level of service [LOS] E or F); therefore, project traffic would worsen or exacerbate the unacceptable conditions and cause significant cumulative impacts. For example, in the near-term condition, the proposed project would contribute to significant cumulative impacts at approximately 24 intersections where LOS is predicted to be unacceptable in the future without the project and an increase in delay would occur as a result of

the proposed project (refer to Table 5.3-10 of this report). Roadway segments would also be affected by significant cumulative impacts in the near term by cumulative traffic conditions. In the near-term condition, 11 roadway segments along Genesee Avenue, La Jolla Village Drive, Miramar Road, Towne Centre Drive and Eastgate Mall that would carry project traffic are predicted to operate unacceptably without and with the proposed project (refer to Table 5.3-8). In the horizon year, the project's contribution to traffic volumes would increase delays at 27 intersections that are projected to operate at unacceptable levels without the widening of Genesee Avenue (24 intersections if Genesee Avenue is widened). The project's contribution to those existing unacceptable conditions would constitute a cumulatively significant traffic impact. Refer to Tables 5.3-11a and 5.3-11b in the traffic section of this report for a listing of the affected intersections. With regard to street segments in the horizon year, 19 roadway segments along Genesee Avenue, La Jolla Village Drive, Miramar Road, Eastgate Mall, Nobel Drive, Campus Point Drive and Governor Drive without the widening of Genesee Avenue (17 roadway segments if Genesee Avenue is widened) would experience unacceptable LOS without the project and with the project those conditions would worsen (refer to Tables 5.3-9a and 5.3-9b). Cumulatively significant impacts to roadway segments are, therefore, also identified. Mitigation outlined in Section 5.3, *Transportation/Circulation*, would reduce the project's cumulative impact to intersections and certain roadway segments to below a level of significance (see Tables 5.3-18 and 19). Cumulatively significant impacts to street segments along La Jolla Village Drive and Genesee Avenue would remain unmitigable.

Project traffic, in combination with existing conditions and other pending projects, would also result in substantial delays on freeways in the project area and at freeway ramps during one or both peak hours in the near-term and horizon year condition. Project traffic would increase the volume to capacity ratio (V/C) ratio along four freeway segments in the area by 0.01 or more and add to delays at all 10 analyzed freeway ramps which are already experiencing delays in excess of 15 minutes (Tables 5.3-14 and 5.3-15). Thus, project traffic would contribute to significant cumulative impacts along several freeway segments and freeway ramps.

In addition to traffic-related mitigation measures, the project contains several design features that could effectively reduce project traffic, and therefore, cumulative impacts in the community. These proposed features include expansion of the existing bus transit center, co-location of the transit center with future light rail transit contemplated for the area and enhancement of pedestrian routes. Implementation of these features, in combination with other transit improvements proposed by San Diego Association of Governments (SANDAG) described in Section 5.3, *Transportation/Circulation*, could partially reduce traffic volumes in the project area. Cumulative project impacts would not be considerable because all project-specific impacts would be mitigated to below a level of significance with the exception of impacts to segments of Genesee Avenue, La Jolla Village Drive and I-805 and freeway ramps. I-805 and freeway ramp impacts would remain significant and unmitigable until the implementation of improvements along I-805 as part of the Mobility 2030 plan. The timeframe for the freeway improvements would be such that project impacts to those freeway facilities would not be

mitigated for a period of time because the plan's anticipated buildout year would be after buildout of the project. The applicant has indicated it would not implement street segment mitigation measures for Genesee Avenue and La Jolla Village Drive because it would conflict with the community plan classifications for the roads. The *University Community Plan Update EIR* identified cumulatively significant and unmitigable impacts caused by traffic congestions associated with community plan buildout and adopted a Statement of Overriding Considerations when approving the *University Community Plan* (City of San Diego 1987a). The conclusions reached in this analysis are consistent with the previous analysis.

### 7.2.3 Air Quality

Although significant on a project level, short-term construction emissions would not likely be cumulatively significant since construction schedules of other projects in the area may not necessarily overlap with that of the proposed project and each project would be required to implement standard dust control measures during construction activities. Emissions from project operations, including minor emissions from area sources and traffic emissions, would interfere with the regional efforts to achieve ambient air quality standards. As described in Section 5.4, *Air Quality*, the SDAB is currently classified as a nonattainment area for the NAAQS and CAAQS for ozone (O<sub>3</sub>), and the CAAQS for respirable dust (PM<sub>10</sub>). The project applicant is requesting a CPA, which would increase the trip generation potential from the site and make the project inconsistent with the population and traffic projections contained in the SIP, which is based on the adopted Community Plan traffic assumptions. Four other projects in the nearby area are also proposing CPAs, which could further increase the population and/or traffic levels anticipated in the Community Plan area. The proposed project would implement control measures, such as low-emission paints and water heaters, and provide transportation-related measures, including regional transit improvements, that would reduce project emissions as noted in Section 5.4, *Air Quality*, of this report. Despite these emission reductions, the proposed project would be inconsistent with the SIP which could lead to conflicts with the goals and objectives of the RAQS, as stated in Section 5.4 and could obstruct the ability of the SDAB to attain and maintain the ambient air quality standards for ozone. Although many of the pending projects in the project area would be consistent with the land uses assumed in the regional air emission forecast, the *University Community Plan Update EIR* (1987b) concluded that the incremental addition of pollutants from planned development would contribute to the region's significant air quality impact. The five proposed CPAs in the area would increase anticipated air emissions and incrementally contribute to regional pollution levels and the production of greenhouse gases in the region. Consistent with the conclusions of *University Community Plan Update EIR*, the proposed project would contribute to significant and unmitigated cumulative operational emissions of criteria pollutants. Cumulative impacts from greenhouse gas emissions would not be considered significant because projects will be required to comply with AB 32 provisions, emission standards on vehicles will improve and energy efficiencies will be required by Title 24.

#### 7.2.4 Public Utilities (Sewer and Solid Waste)

The demand for sewer and solid waste disposal services would result in significant cumulative impacts. As discussed in Section 5.7, *Public Utilities*, all other public services are adequate to serve the proposed project. There is currently a deficiency in sewer line capacity in a pipeline downstream of the project site. The deficient section of sewer line would need to be upsized and relocated regardless as to whether the proposed project is constructed. The project's contribution to that line, in combination with existing flows and other pending projects in the area, would constitute a cumulatively significant impact on sewer service in the area. Mitigation for this cumulative impact would consist of payment of the fair share to the cost of upsizing and relocating the 1,500-foot sewer line within Genesee Avenue. This mitigation would reduce cumulative impacts to sewer capacity to less than significant.

The impact to landfill capacity would be cumulatively significant due to the general shortage of suitable landfill disposal areas in the City. Waste management actions (e.g., provisions for recycling) taken by the various proposed developments would help reduce their contributions to solid waste disposal impacts. However, full mitigation of cumulative impacts would require actions that are beyond the control of any one project (e.g., new or expanded landfills). As stated in Section 5.7, *Public Utilities*, the City of San Diego recently circulated the Draft EIR for Miramar Landfill Service Life Extension/Height Increase (City 2007b), which addresses the possible vertical expansion of the landfill by a maximum of 20 feet. This would extend its capacity to accept waste for an additional four years (until 2016). The City also is currently implementing the Countywide Integrated Waste Management Plan and preparing a Long-term Waste Management Options Strategic Plan to address landfill capacity. Nonetheless, because a comprehensive long-term solution to landfill capacity has not yet been identified by the City, the project's contribution to cumulative impacts to solid waste disposal would be significant and unmitigated.

### 7.3 CUMULATIVE EFFECTS NOT FOUND TO BE SIGNIFICANT

Based on information contained in Section 5.0, *Environmental Analysis*, cumulative impacts to land use, hydrology/water quality, paleontology, public utilities (except sewer and solid waste disposal), water conservation and construction effects would not be considered cumulatively significant. Direct impacts associated with these issues would occur due to project build out, but such impacts would be less than significant or mitigated to below a level of significance, and therefore, would not be considered considerable on a cumulative level.

#### 7.3.1 Land Use

The effect of the proposed project on land use would not be cumulatively considerable as the site is currently developed. Although the proposed project would not be consistent with development intensity planned for the site, the project proposes an amendment to the *University Community Plan* to

change the development intensity table to allow the proposed uses and intensity. The proposed uses and densities, combined with other planned developments and CPAs in the University City area, are representative of high-density urban node that is envisioned for the northern portion of the community, in particular the urban node of the community.

### 7.3.2 Hydrology/Water Quality

Proposed infrastructure for downstream projects and existing land uses would be adequate to convey increased flows resulting from the proposed project and pending projects in the vicinity. As stated in Section 5.5, *Hydrology/Water Quality*, the proposed project design, as well as the cumulative projects listed, would include a number of measures to reduce water quality impacts, including the implementation of Best Management Practices (BMPs) related to National Pollutant Discharge Elimination System (NPDES) permit and City Storm Water Standard/Standard Urban Storm Water Mitigation Plan (SUSMP) requirements. Implementation of such design features, conformance with all applicable permit and regulatory requirements and regulatory enforcement of those permit requirements by the Regional Water Quality Control Board (RWQCB) and City would avoid or effectively reduce all associated potential cumulative water quality impacts to below a level of significance.

### 7.3.3 Paleontology

As discussed in Section 5.6, *Paleontological Resources*, there is the potential for paleontological resources to occur within the proposed project area. Monitoring during on-site grading would be required for the proposed project and the other projects within the vicinity where there is a potential for paleontological resources. Therefore, the proposed project in combination with cumulative projects listed would not result in impacts to paleontological resources that would be cumulatively considerable.

### 7.3.4 Public Utilities (Water and Stormdrain)

As discussed above, impacts to sewer and solid waste disposal services would be cumulatively significant. Impacts to water infrastructure and supply and stormwater drainage would not be cumulatively considerable. The proposed project would not require the upsizing or relocation of water infrastructure. The project site is currently developed and provides adequate stormwater drainage. Although the project and two of the related projects would amend the community plan to allow uses and development intensity above levels anticipated in the *University Community Plan*, there has been no indication that upgrades in utility capacity would be required to accommodate the proposed projects. Impacts to utility services are determined on a case-by-case basis, and public utilities consequently require upgrades, expansion or new construction of facilities, the cost of which is borne by a combination of developer impact fees, and enterprise and general fund revenues. The project and the

pending projects in the vicinity would not result in impacts to water infrastructure and supply and stormwater drainage that would be cumulatively considerable.

#### 7.3.5 Water Conservation

The proposed project and the projects in the vicinity would not cause significant cumulative impacts on water supply. As stated in Section 5.8, *Water Conservation*, the San Diego County Water Authority (Authority) has predicted that water supplies through 2020 would be adequate to provide for regional growth. All projects in the area would comply with the regulations in the City's Land Development Code, which require the use of drought tolerant plant species in landscaping and low water flow fixtures. New projects located within located in the City's Recycled Water Service Area are ~~often~~ required to connect to the reclaimed water services in the area for any new irrigation systems, ~~cooling towers, urinals and toilet flushing~~ in order to reduce the use of potable water. Implementation of all of the above water conservation requirements would result in a water savings on a project and cumulative level. Therefore, cumulative impacts to water supply would not be considerable.

#### 7.3.6 Construction Effects

As stated in Section 5.9, *Construction Effects*, the proposed project has the potential to result in a temporary increase in traffic and existing ambient noise levels generated by short-term temporary construction equipment operations. The proposed project design, as well as the cumulative projects listed, would include a number of measures to reduce construction effects, including noise, such implementation of the noise ordinance requirements. Cumulative construction traffic effects from the proposed project, in conjunction with other projects, would not likely be substantial since most projects would have balanced earthwork, involved development of vacant land and not require export of earth material and demolition debris. In addition, the noise-sensitive receptors potentially affected by the UTC Revitalization Project would not also be affected by other projects proposed in the area due to distance from those sites. Therefore, cumulative construction effects would not be considerable.

## 8.0 ALTERNATIVES

In accordance with Section 15126.6(a) of the State CEQA Guidelines, an EIR shall describe “a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project” as well as provide an evaluation of “the comparative merits of the alternatives.” “An EIR need not consider every conceivable alternative to the project. Rather, it must consider a reasonable range of potentially feasible alternatives that will foster informed decision-making and public participation.”

This section provides potential alternatives to the proposed project and evaluates them as required by CEQA. Each major issue area included in the detailed impact analysis (see Section 5.0, *Environmental Analysis*, of this EIR) is included in the analysis of the alternatives. The discussion compares the worst-case impacts for the proposed project (including the Master PDP land use scenarios) with the probable impacts of the project alternatives. In accordance with CEQA Guidelines section 15126.6(d), “the EIR shall include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the proposed project.” CEQA also requires EIRs to identify the environmentally superior alternative from among the alternatives (including the proposed project). A matrix comparing the various project alternatives and their anticipated environmental effects is provided as a summary at the end of this section.

The project would have project-specific significant environmental effects on the following issues: aesthetics/visual quality (neighborhood character), transportation/circulation, air quality, paleontology, public services (landfill capacity) and construction effects (temporary traffic and noise). All project-specific significant environmental effects would be mitigated to below a level of significance, with the exception of significant and unmitigable effects to aesthetics/visual quality, transportation/circulation and air quality. Cumulatively significant and unmitigable impacts are anticipated with regard to transportation/circulation, air quality and public utilities (solid waste).

The basic project objectives that these alternatives should strive to achieve are as follows:

1. Revitalize an existing regional shopping center which balances the functional needs of the existing center in a way that better serves the surrounding University City service area, which has expanded substantially through population growth and urban development over the last 15 to 20 years.
2. Create land use districts on site that will provide the project applicant the flexibility to develop a mixture of retail, and residential, ~~hotel and/or office~~ uses within each district based on changing market demand.

3. Develop updated, expanded and enhanced retail and entertainment spaces in a comprehensive and economically feasible manner to enable commercial tenants to be competitive in the changing retail and entertainment marketplaces.
4. Create an improved street presence for the shopping center by removing existing landscaped berms and placing a new community plaza and buildings on the perimeter of the center to provide visual identity, provide pedestrian gateways from the public sidewalks into the activity centers and courtyards of the project, and serve as a strong focal point of activity for the urban node of the University community.
5. Introduce residential use to the shopping center site to minimize local trips and encourage transit use in the urban core of central San Diego County.
6. Reserve right-of-way on site for expanded public transportation facilities to better serve the University community and renovated center in a location that will support transit-oriented development in the urban core of central San Diego County.
7. Enhance the utilization of pedestrian and bicycle linkages from UTC to and from the surrounding community.
8. Provide for improved and expanded community facilities at the shopping center.
9. Offer a broader range of goods and services by providing updated and expanded retail, dining and entertainment options that promote extended stays at the center and are within the University City community and serve as a means to reduce peak hour commute trips in the project area.
10. Implement a green building program under the LEED certification process which would result in a highly sustainable development through the use of low energy systems, sustainable landscape and water conservation.
11. Provide a range of for-sale or rental, market rate housing, including required affordable housing on site.

## 8.1 ALTERNATIVES CONSIDERED BUT REJECTED

The two alternatives previously considered by the City but rejected during the EIR preparation process are the Relocated Parking Garage Alternative and the Alternative Location, which were preliminarily identified in the Notice of Preparation and Scoping Letter (City of San Diego 2002). The reasons for rejecting these two alternatives are provided below.



### 8.1.1 Relocated Parking Garage Alternative

The Relocated Parking Garage Alternative was proposed to minimize potentially significant aesthetic impacts of placing large parking garages adjacent to two highly traveled public roadways, La Jolla Village Drive and Genesee Avenue. The intent of this alternative was to relocate the parking structures to less visible locations of the site in order to minimize impacts on aesthetics/community character along those roads. Because of the aesthetic sensitivity of the proposed design guidelines for parking structures in the Master PDP, including the use of landscape screening and architectural articulation along the façade of parking structures, significant aesthetic/visual quality impacts are not identified for the parking components of the proposed project. In addition, it would be difficult to tuck more of the parking beneath or behind the proposed retail because of the grades necessary to integrate the retail expansion with the existing center. The reasons for rejecting this alternative are provided below.

The proposed project design described in Section 3.0, *Project Description*, of this report would place the lower levels of the parking structures along La Jolla Village Drive and Genesee Avenue partially below grade or behind retail structures. The pre-cast concrete walls would be embellished with wood, stone and stucco to provide an appealing architectural appearance. In addition, street trees and landscape screening are proposed along the site perimeter to reduce views of the facade of the above-grade portions of the parking structures. The Master PDP anticipates that the proposed parking structures would be minimized and integrated into the overall design concept and could contain retail uses in some portions of the parking structures at street level. Furthermore, the University Community Planning area features a number of highly visible, above-grade parking structures along adjacent blocks of La Jolla Village Drive and Genesee Avenue whose designs do not detract from the aesthetics of the streetscape due to landscaping and setbacks. The proposed project would replace large expanses of surface parking with architecturally integrated parking structures. In summary, the proposed parking structures would not create a cluttered or distracting appearance from the public street and would not have an architectural style or building materials that would be in stark contrast to adjacent development of a common architectural theme. In consideration of the above discussion, the Relocated Parking Garage Alternative is rejected since it would not reduce or avoid any of the significant project impacts.

### 8.1.2 Alternative Location

Off-site alternatives should be considered if development of another site is feasible and would reduce or avoid the significant impacts of the proposed project. Factors that need to be considered when identifying an off-site alternative include the size of the site, its location relative to the UTC trade area (see Figure 2-3 in this report), the General Plan (or other applicable planning document) land use designation and availability of infrastructure. The proposed project is located on the UTC shopping center site, which is owned by the project applicant. No other properties near the center of the

University City/Golden Triangle area contain a regional shopping center or are large enough to support a new shopping center, and most of the properties in the central area of the community are developed or are currently processing development approvals, and do not include a regional commercial designation (and would not meet Objective 1). There are no other available parcels of similar size and/or with a similar land use designation in the vicinity of this existing UTC urban node. Expansion of the 27.5-acre La Jolla Village Square (located west of I-5 near Nobel Drive and Villa La Jolla), the only other regional commercial property in the community at a similar scale as the proposed project, is not practicable because of insufficient space on site (and would not meet Objectives 1 and 2). In addition, development of 750,000 square feet (sf) of additional retail on the La Jolla Village Square site would require extensive horizontal expansion into the parking lots, conversion of remaining lots to parking structures and an overall vertical intensification. The traffic associated with this alternative location would likely lead to greater impacts than the proposed project because the capacity of the roadway network and freeway system serving La Jolla Village Square is less than near UTC.

## 8.2 NO PROJECT ALTERNATIVE

### 8.2.1 Description

Pursuant to Section 15126.6(e)(3)(B), the No Project Alternative is the “circumstances under which the project would not proceed.” The No Project Alternative assumes that the proposed project would not be adopted, no expansion of the existing retail uses would be implemented, no new parking facilities would be built and no new residential development would be constructed on site. The transit center and community meeting space would remain in their present locations and would not be improved or expanded. The applicant would not relocate the transit center to a place where it could be used as a multi-modal transit station with the future light rail transit line and station proposed by San Diego Association of Governments (SANDAG) along Genesee Avenue. Because the existing shopping center is consistent with the Development Intensity Element of in the *University Community Plan*, the center size would not change in the future and no new uses allowed by the underlying commercial (CC-1-3) zone would be added.

### 8.2.2 Environmental Analysis

#### Land Use

The No Project Alternative would be consistent with the regional commercial land use designation and zoning for the site. However, this alternative would not necessarily implement the housing and employment goals and urban design policies of the *University Community Plan* in terms of encouraging pedestrian scale development along the Urban Pedestrian Node Network to revitalize the streetscape

and using drought tolerant landscaping, among other policies. It would also not implement City policies from the Strategic Framework Element of the General Plan that encourage density and mixed-use development in village centers (such as UTC area) and transit facilities. No significant land use impacts are anticipated with the proposed project and would not occur under this alternative.

### Aesthetics/Visual Quality

From an aesthetics perspective, the site and neighborhood character would not substantially change under this alternative since the existing zoning (CC-1-3) only allows structures up to 45 feet in height on site, which is lower than some of the existing structures at the shopping center. No reduction in the width of the landscaped berms along La Jolla Village Drive and Genesee Avenue, community-unifying roads in the area, would be implemented but the existing berms would continue to reinforce the “superblock” appearance that the community plan has identified as an issue in the community. Significant and unmitigable aesthetic/visual quality impacts to neighborhood character would, however, be avoided by the No Project Alternative.

### Transportation/Circulation

The No Project Alternative would avoid any increase in traffic generated from the site. Significant project impacts on traffic congestion would be avoided under the No Project Alternative. However, many of the cumulatively significant impacts to intersections, roadway segments and freeway facilities would still occur due to existing and future traffic congestion predicted in the project area without the project. Vehicular trip reductions from the site or within the community associated with developing residential use on a shopping center site, combined with the expanded transit center near the future light-rail transit station and enhanced pedestrian pathways and bicycle facilities, would not be realized. In addition, opportunities to capture peak hour trips in the community through the development of new entertainment and restaurant establishments at UTC would be eliminated by this alternative.

### Air Quality

No demolition or new construction would be produced by this alternative, and temporary construction emissions that would produce respirable dust (i.e., PM<sub>10</sub>) would be avoided; therefore, significant and unmitigable project impacts from fugitive dust during construction would be avoided by this alternative. Increases in long-term, operational emissions would not occur since the shopping center would not be expanded nor would residential units be constructed on site. The No Project Alternative would avoid cumulatively significant and unmitigable impacts to ambient air quality because this alternative would be consistent with the land use assumptions in the *University Community Plan* used by the State Implementation Plan (SIP) for projecting regional air emissions. Therefore, this

alternative would not affect the air basin's ability to attain ambient air quality standards for ozone. Greenhouse gas emissions would continue to be produced at existing levels by the existing center.

### Hydrology/Water Quality

Potentially adverse effects on surface water quality caused by increased sedimentation and urban contaminants from the proposed project would be avoided by this alternative since no new construction or development would occur on site, and the implementation and enforcement of regulatory requirements would not be needed beyond those normally applicable to existing operations. No significant hydrology impacts are anticipated under the proposed project and would not occur under this alternative. No improvements in water quality would occur under this alternative because treatment controls would not be integrated into the existing storm drain system.

### Paleontology

Potentially significant impacts to sensitive paleontological resources beneath the surface of the UTC property would be avoided under the No Project Alternative since grading and excavation into native formations would not occur. Any potential resources would remain intact beneath the existing center.

### Public Utilities

The No Project Alternative would create no increase in demand for public utilities. Potentially significant impacts to regional landfill capacity and sewer line capacity downstream of UTC would not occur under the No Project Alternative. No significant impacts to infrastructure capacity for water or storm water would occur for this alternative, as is also true of the proposed project.

### Water Conservation

No increase in water demand would occur under the No Project Alternative. However, any water savings associated with conservation modifications integrated into the existing center and resulting from connection to the recycled water system and modifications to the existing landscaping as a result of development of the proposed project would not be realized under this alternative. No significant water supply impacts would be anticipated for the proposed project or avoided by this alternative.

### Construction Effects

The No Project Alternative would avoid potentially significant construction traffic and noise impacts on the on-site day care facility and nearby residences associated with the proposed construction.

### 8.2.3 Conclusion

The No Project Alternative would avoid project impacts to transportation/circulation and air quality by eliminating vehicular trips and would avoid potentially significant paleontology, public utilities and construction impacts of the proposed project. However, the No Project Alternative would not allow the redevelopment of an aging regional shopping center whose service area and population has changed dramatically since its original inception (and, therefore, would not meet Objectives 1, 2, 3 and 9). It would also not allow the center to be updated or expanded to revitalize an urban core of the City. Without the introduction of residential, hotel and/or office uses (would not meet Objective 5), the opportunity to create an expanded village center as envisioned in the *Progress Guide and General Plan* would be lost.

Besides conflicting with the basic project objectives outlined above, the No Project Alternative would not assist the City in building more employment and housing opportunities (conflicting with Objective 5) or expanding public transit facilities (and not meeting Objective 6) within the central portion of the County. Housing needs of the City would continue to be met where underdeveloped or undeveloped land with approved residential density exists. It is likely that sites with approved density would not be able to offer the transit connections that the UTC property provides and residential development could be scattered throughout the City, rather than concentrated near a transit center.

## 8.3 ALTERNATIVES CONSIDERED IN DETAIL

The following alternatives are directed at reducing significant project and/or cumulative impacts of the proposed project described in Section 3.0, *Project Description*, of this EIR and at providing design options to decision-makers. The impacts of the proposed project are summarized in the introductory discussion of this section.

### 8.3.1 No Residential Alternative

#### Description

Under this alternative, the 250 to 725 residential units would be eliminated from the Master PDP while the 750,000 square feet of expanded retail floor area, or alternatively office or hotel uses ~~would still be constructed~~. A Community Plan Amendment (CPA) would be required to increase the retail development intensity allocated to the UTC property in Table 3 of the Development Intensity Element, to make references to the potential for office and hotel uses and to modify policies related to urban design and parking within the urban node. In addition, the project applicant would likely rezone the property for consistency with the *University Community Plan* regional commercial designation and to allow for increased building heights for the retail structures.

## Environmental Analysis

### Land Use

The proposed residential development would not result in any significant land use or policy impacts; therefore, elimination of the residential units as part of the No Residential Alternative would not avoid any significant land use impacts of the project. The portions of the project which would be constructed as part of this alternative would not result in significant land use impacts because the design would implement many of the goals and objectives of the *University Community Plan* related to implementing a multi-modal transportation system, encouraging high quality development, reinforcing the community unifying roads, reinforcing the urban node concept and planting drought tolerant landscaping. This alternative would eliminate any potential for adverse land use policy effects associated with siting the residential structure near low-rise structures (i.e., single-family residential). Similar to the proposed project, this alternative would have no land use incompatibilities associated aircraft operations at the MCAS Miramar, including policies within the Airport Land Use Compatibility Plan (ALUCP) for the airfield.

### Aesthetics/Visual Quality

The proposed residential development has the potential to result in adverse aesthetic impacts along the southern edge of the project site and within the community in general due to the bulk in scale of the residential towers in relation to existing off-site development. By not constructing the residential units on site, the No Residential Alternative would eliminate some of the proposed structures that would exceed the height limit established by the site's commercial zone, although several other tall retail structures and potential hotel and office towers could still be constructed on the UTC property under the Master PDP. The retail development would be compatible with the existing community character in the project area. No obstructions of any scenic vistas are expected for the proposed project; thus, elimination of the residential buildings would not change those circumstances. Similar to the proposed project, light and glare from the remaining portions of the project would not result in significant impacts.

### Transportation/Circulation

Elimination of the 250 to 725 residential units from the proposed Master PDP would reduce trips by approximately 1,282 to 3,719 daily trips (refer to Tables 5.3-7 and 5.3-21 in this report). Project impacts to commute periods would be reduced slightly because residential uses typically affect both peak hours (i.e., a.m. and p.m.) versus commercial/retail uses which usually affect the afternoon peak hour. However, the bulk (or 94 percent) of project trips would be produced by the retail portion of the proposed project. The No Residential Alternative would still produce more traffic than anticipated in the community plan. The trip reduction realized by this alternative would not

eliminate significant unmitigable project and cumulative impacts to street segments, freeway ramps and freeways in the project area. The parking demand associated with this alternative would be less than required for the proposed project; however, significant parking impacts during the peak holiday season (December weekends) would still arise for the No Residential Alternative.

#### Air Quality

Implementation of the No Residential Alternative would not substantially reduce or eliminate project impacts to air quality because the 250 to 725 residential units eliminated by this alternative would not result in significant levels of temporary construction-related dust nor would they cause a substantial reduction in vehicular emissions from levels anticipated by the project. Significant and unmitigable fugitive dust ( $PM_{10}$  and  $PM_{2.5}$ ) impacts of the proposed project would not be avoided by this alternative since demolition and grading for the retail portion of the project is the primary source for such emissions. Long-term, operational emissions would still be produced (albeit less than the proposed project) since the shopping center would be expanded. Even though operational emissions would not exceed stated significance thresholds, the No Residential Alternative would not avoid cumulatively significant and unmitigable impacts to ambient ozone levels because the CPA would not be consistent with the land use assumptions in the *University Community Plan* used by the SIP for projecting regional air emissions. Therefore, it would still significantly affect the air basin's ability to attain ambient air quality standards for ozone. The reduced development potential on site would reduce the project's potential for generating greenhouse gases.

#### Hydrology/Water Quality

Similar to the proposed project, no changes in drainage patterns or hydrology would occur under the No Residential Alternative. Potentially adverse effects on surface water quality caused by increased sedimentation would be reduced slightly by this alternative since the amount of new construction and development would be slightly less; the amount of urban contaminants would be similar to that of the existing center. The project applicant would be required by the regulations and the City to implement Best Management Practices (BMPs) to avoid temporary construction-related and long-term operational impacts on water quality associated with retail development. No significant hydrology/water quality impacts would occur under the proposed project or be produced by this alternative.

#### Paleontology

Potentially significant impacts to sensitive paleontological resources beneath the surface of the UTC property would be reduced under the No Residential Alternative since grading and excavation into native formations could be slightly reduced if the residential units are not constructed. Otherwise, impacts to paleontology would be similar to the proposed project and development in the other

portions of the site would still have the potential to result in significant impacts to paleontological resources. No significant impacts would be avoided by this alternative.

### Public Utilities

The No Residential Alternative would create an increase in demand for public utilities, although the demand would be less than anticipated for the proposed project. In particular, residential uses typically consume more water and generate more sewage on a per unit basis than the retail uses proposed on site. Although elimination of the residential units would reduce project demand for potable water and generation of sewage and solid waste, the proposed project would still exceed the City's significance criteria for solid waste under this alternative. Potentially significant project and cumulative impacts to regional landfill capacity and cumulatively significant impacts to sewer line capacity downstream of UTC would still occur under the No Residential Alternative. No significant impacts to infrastructure capacity for water or storm water would occur for this alternative, as is also true of the proposed project.

### Water Conservation

An increase in water demand would still occur under the No Residential Alternative, although less than anticipated with the proposed project. This alternative would result in reduced potable water demand compared to the anticipated demand of the proposed project. In addition, this alternative could provide opportunities for water savings when conservation measures are integrated into the existing center, including the use of drought tolerant landscape materials and the removal of large turf areas fronting the streets. Nonetheless, no significant impacts to water supply would occur for this alternative, as is also true of the proposed project.

### Construction Effects

The No Residential Alternative would lessen the temporary construction-related traffic impacts of the project by slightly reducing the amount of excavation and off-site export of material; however, potentially significant impacts from construction traffic would not be avoided since the remaining portions of the project would require equipment delivery, soil export and demolition debris removal. Potentially significant temporary construction noise impacts on the on-site day care facility and off-site residences associated with constructing the residential units would be avoided under the No Residential Alternative.

### Conclusion

Adoption of the No Residential Alternative would lessen impacts of the proposed project; however, not in a way that would eliminate or substantially lessen significant project and cumulative



(unmitigable) impacts to traffic and cumulative impacts to regional air quality. The No Residential Alternative would attain ~~most of the basic~~<sup>some</sup> project objectives, although the elimination of residential units would lessen the City's ability to construct new housing near transit (conflicting with Objectives 2, 5 and 6) and commercial/retail uses as encouraged in the Strategic Framework Element of the *Progress Guide and General Plan*. Housing needs of the City would be met where underdeveloped or undeveloped land with approved residential density exists. It is likely that sites with approved density would not be able to offer the transit connections that the UTC property provides and residential development could be scattered throughout the City, rather than concentrated near a transit center.

### 8.3.2 No Retail Expansion Alternative

#### Description

Under this alternative, up to 725 residential units could be developed as proposed and none of the retail expansion would be constructed. The option to construct hotel rooms and office buildings would be contained in the Master PDP for this alternative. A CPA would still be required to increase development intensity and to allow for residential use on site. Residential development is permitted in the existing CC-1-3 and proposed CR-1-1 zone, although a Master PDP would still be needed to exceed the height limitation of that zone. Many of the proposed policy changes to the Community Plan contained in the CPA related to expanding the urban node network and enhancing street vitality would not be required since the retail space on site would not be redeveloped under this alternative. A Vesting Tentative Map (VTM) would be processed as part of this alternative to create a separate lot for the residential structure. The residential units would be constructed in one or more of the land use districts designated for residential use in the Master PDP. Minimal circulation improvements would be implemented as part of the alternative. The project applicant would not relocate or expand the bus transit center for this alternative since no changes in the configuration of the retail and parking areas would be required. The construction period for this alternative would be substantially shorter than the proposed project since only the residential phase would be implemented.

#### Environmental Analysis

##### Land Use

The proposed retail development would not result in any significant land use or policy impacts; therefore, elimination of all new retail space as part of the No Retail Expansion Alternative would not avoid land use impacts associated with the proposed project. Similar to the proposed project, the potential would exist for a land use incompatibility between potential residential structures and existing residential development to the south due to the size of the structures. Similar to the proposed project, the building design would feature an angled building envelope plane, articulated features and

landscaping, which would avoid the potential impacts. The No Retail Expansion Alternative would not implement many of the goals and objectives of the *University Community Plan* related to implementing a multi-modal transportation system, encouraging high quality development, and reinforcing the community unifying roads.

#### Aesthetics/Visual Quality

The retail portion of the proposed development would be compatible with the existing community character in the project area; therefore, its removal from the project as part of the No Retail Expansion Alternative would not eliminate any significant project impact. However, significant and unmitigable neighborhood character impacts would still be expected because the residential towers could exceed the structure heights in the community. No obstructions of any scenic vistas are expected for the proposed project; thus, eliminating the retail would not change those circumstances. Similar to the proposed project, light and glare from the residential portion of the project would not result in significant impacts.

#### Transportation/Circulation

Elimination of 750,000 sf of retail space from the project proposal would reduce cumulative and driveway trips by 16,524 and 20,655 daily trips, respectively. This alternative would produce 1,282 to 3,719 trips, depending on how many residential units are constructed (as shown in Table 5.3-7 of this report). Project impacts to the afternoon commute period would be reduced substantially because the bulk of the peak hour retail trips are projected to occur during the p.m. peak period. The No Retail Expansion Alternative would still produce more traffic than anticipated in the community plan. The trip reduction realized by this alternative would reduce the potential for significant project impacts to intersections, roadway segments and freeway facilities in the project area since the No Retail Expansion Alternative would produce fewer trips than the 2,400-trip traffic study threshold in the City's *Traffic Impact Study Manual* (although peak hour trips would be greater than 50). Cumulatively significant impacts would not be avoided because certain intersections, roadway segments and freeway facilities in the project area are projected to operate unacceptably in the future without project traffic. The addition of traffic from this alternative would worsen those conditions. The parking demand associated with this alternative would be less than required for the proposed project and would be satisfied in the proposed parking structure. Significant impacts associated with the holiday peak demand period would be avoided by this non-retail alternative.

#### Air Quality

Implementation of the No Retail Expansion Alternative would substantially reduce project impacts from short-term fugitive dust emissions due to a significant reduction in construction. The amount of demolition (a major source of dust emissions) and grading would be much less than the proposed

project and the overall construction dust emissions of this alternative would not likely exceed the significance threshold. The substantial reduction in vehicular emissions from levels anticipated by the project would lower emissions of criteria pollutants. Long-term, operational emissions would still be produced (albeit less than the proposed project) since the residential structure would be constructed on site. The No Retail Expansion Alternative would not avoid cumulatively significant and unmitigable impacts to ambient ozone levels because it would not be consistent with the land use assumptions in the *University Community Plan* used by the SIP for projecting regional air emissions. Therefore, it could contribute to the air basin's inability to attain ambient air quality standards for ozone. The reduced retail development on site would substantially reduce the project's potential for generating greenhouse gases but would also eliminate many opportunities for reducing greenhouse gas production from the existing center since it would not be redeveloped.

#### Hydrology/Water Quality

Similar to the proposed project, no changes in drainage patterns or hydrology would occur under the No Retail Expansion Alternative. Potentially adverse effects on surface water quality caused by increased sedimentation from the proposed project would be reduced substantially by this alternative since the amount of construction on site would be less. Urban runoff from the surface parking lots would continue to flow unfiltered into the stormdrain system. The applicant would be required by regulations and the City to implement BMPs to avoid temporary construction-related and operational impacts on water quality from residential construction. Significant hydrology/water quality impacts would not be avoided by this alternative.

#### Paleontology

Potentially significant impacts to sensitive paleontological resources underlying the UTC property would be reduced under the No Retail Expansion Alternative because grading and excavation into native formations is less under Phase 2 residential structure. Nonetheless, impacts to paleontology would be similar to the proposed project since excavation would be necessary. No significant paleontology impacts would be avoided by this alternative.

#### Public Utilities

The No Retail Expansion Alternative would create an increase in demand for public utilities, although the demand would be much less than anticipated for the proposed project. Elimination of the retail portion of the proposed project would reduce proposed demand for potable water and generation of sewage and solid waste. The No Retail Expansion Alternative would still exceed the City's significance criteria for solid waste of 60 tons per year. Potentially significant project and cumulative impacts to regional landfill capacity and cumulatively significant impacts to sewer line capacity downstream of UTC would still occur under the No Retail Expansion Alternative. No significant

impacts to infrastructure capacity for water or storm water would occur for this alternative, which is also true of the proposed project.

### Water Conservation

An increase in water demand would occur under the No Retail Expansion Alternative, although much less than anticipated with the proposed project. This alternative would result in reduced water demand compared to the anticipated demand of the proposed project (excluding potential reductions associated with recycled water use). In addition, this alternative would eliminate opportunities for water savings since water conservation measures would not be integrated into the existing shopping center as part of site redevelopment. Nonetheless, no significant impacts to water supply are expected for this alternative, as is also true of the proposed project.

### Construction Effects

The No Retail Expansion Alternative would substantially lessen the significant construction-related impacts of the proposed project. The Phase 2 residential structure would require soil excavation and export off site on roadways that experience peak hour congestion. Therefore, construction-related truck traffic and fugitive dust would be reduced but not avoided by the elimination of the retail expansion. Potentially significant construction noise effects on the day care facility and off-site residences would not be avoided by this alternative. By not constructing the retail portion of project, potentially significant construction effects caused by haul vehicles and construction noise would not be avoided by this alternative.

### Conclusion

Adoption of the No Retail Expansion Alternative would lessen impacts of the proposed project, in particular traffic, in a way that would reduce significant project impacts. Otherwise, impacts of this alternative would be similar to those of the proposed project and no other significant impacts would be avoided. The No Retail Expansion Alternative would not attain any of the basic project objectives related to retail development, including redevelopment of the existing center to better serve the central San Diego County area (Objective 1), creation of land use districts with a mixture of uses (Objective 2), development of updated and expanded retail and entertainment spaces (Objective 2), creation of a street-grade identity (Objective 4) and expanding the transit opportunities on the project site (Objective 5). Retail development would have to be constructed elsewhere in the community to satisfy the unmet need in the UTC trade area shown in Figure 2-3.

### 8.3.3 Reduced Project Alternative

#### Description

The purpose of developing a Reduced Project Alternative other than the alternatives described above was to define a level of development that would avoid significant and unmitigable traffic impacts to the freeway mainline of I-805 and reduce project trips on I-5 and SR-52. Calculations conducted by the project traffic engineer determined that the project applicant would have to scale back the Master PDP to a 435,000 sf retail expansion with no residential, hotel or office uses allowed. A 435,000-sf retail project would involve the construction of two department stores (for a net increase of 200,000 sf after demolition of two existing department stores) and up to 235,000 sf of general retail shops. This alternative would result in a 42 percent reduction in the horizontal expanse of the retail expansion allowed by the Master PDP and a 47 percent reduction in the general retail shop area. A CPA would still be required to increase the retail development intensity allocated to the UTC property in Table 3 of the Development Intensity Element. The CPA would also make changes to the urban node pedestrian network, as proposed in the Master PDP. In addition, the project applicant would likely rezone the property for consistency with the *University Community Plan* regional commercial designation and to allow for increased building heights for the retail structures. This alternative would include the relocation but not expansion of the transit center.

#### Environmental Analysis

##### Land Use

Elimination of a portion of the retail development and any potential for residential, hotel or office uses would not avoid any significant land use impacts of the project. The portions of the project which would be constructed as part of this alternative would not result in significant land use impacts because the design would implement many of the goals and objectives of the *University Community Plan* related to implementing a multi-modal transportation system, encouraging high quality development, reinforcing the community unifying roads, reinforcing the urban node concept and planting drought tolerant landscaping. This alternative would eliminate any potential for adverse land use policy effects associated with siting mid- to high-rise residential structures near low-rise residential structures (i.e., single-family residential). Similar to the proposed project, this alternative would have no land use incompatibilities associated aircraft operations at the MCAS Miramar, including policies within the ACLUP for the airfield.

##### Aesthetics/Visual Quality

Elimination of the potential residential/hotel/office towers on site would avoid significant and unmitigable impacts to neighborhood character associated with buildings up to 390 feet in height.

However, the retail expansion would exceed the height limit in the proposed zone and a deviation would still be required to allow structures above 60 feet. The reduced retail development would be compatible with the existing community character in the project area. No obstructions of any scenic vistas are expected for the proposed project; thus, elimination of the residential building would not change those circumstances. Similar to the proposed project, light and glare from the remaining portions of the project would not result in significant impacts.

#### Transportation/Circulation

Elimination of 315,000 sf of retail and up to 725 residential units from the proposed Master PDP would reduce trips by approximately 7,476 daily trips and peak hour traffic volumes (LLG 2007b). Project impacts to critical commute periods would, therefore, be reduced by the Reduced Project Alternative. Many of the same impacts to level of service (LOS) on local streets and intersections in the UTC community would still occur because of the existing congestion in the area; however, significant impacts to the two segments I-805 would be avoided. Significant and unmitigable impacts along street segments would remain the same as the proposed project under this alternative. In the horizon year condition, the Reduced Project Alternative no changes to project impacts on local roads and intersections would occur. The parking demand associated with this alternative would be less than required for the proposed project; however, significant parking impacts during the peak holiday season (December weekends) would still arise for the Reduced Project Alternative.

#### Air Quality

Implementation of the Reduced Project Alternative would not substantially reduce or eliminate project impacts to air quality because reduction in the amount of retail construction and elimination of up to 725 residential units by this alternative would not substantially reduce the amount of daily construction emissions, just the duration of emissions. Therefore, significant levels of temporary construction-related dust would be expected and unmitigable fugitive dust ( $PM_{10}$ ) impacts of the proposed project would not be avoided by this alternative. Long-term, operational emissions would still be produced (albeit less than the proposed project) since the shopping center would be expanded. Even though operational emissions would not exceed stated significance thresholds, the Reduced Project Alternative would not avoid cumulatively significant and unmitigable impacts to ambient ozone levels because the CPA would not be consistent with the land use assumptions in the *University Community Plan* used by the SIP for projecting regional air emissions. Therefore, it would still significantly affect the air basin's ability to attain ambient air quality standards for ozone. The Reduced Project Alternative would substantially reduce the project's potential for generating greenhouse gases although a high level of LEED certification, and therefore emissions reduction, may not be feasible.

### Hydrology/Water Quality

Similar to the proposed project, no changes in drainage patterns or hydrology would occur under the Reduced Project Alternative. Potentially adverse effects on surface water quality caused by increased sedimentation would be reduced slightly by this alternative since the amount of new construction and development would be slightly less; the amount of urban contaminants would be similar to that of the existing center. The project applicant would be required by the regulations and the City to implement BMPs to avoid temporary construction-related and long-term operational impacts on water quality associated with retail development. No significant hydrology/water quality impacts would occur under the proposed project or be produced by this alternative.

### Paleontology

Potentially significant impacts to sensitive paleontological resources beneath the surface of the UTC property would be reduced under the Reduced Project Alternative since grading and excavation into native formations could be slightly reduced if the residential units are not constructed. Otherwise, impacts to paleontology would be similar to the proposed project and development in the other portions of the site would still have the potential to result in significant impacts to paleontological resources. No significant impacts would be avoided by this alternative.

### Public Utilities

The Reduced Project Alternative would create an increase in demand for public utilities, although the demand would be less than anticipated for the proposed project. Under this alternative, project demand for potable water, sewage treatment and solid waste would be reduced. Potentially significant cumulative impacts to regional landfill capacity and cumulatively significant impacts to sewer line capacity downstream of UTC would still occur under the Reduced Project Alternative. No significant impact to infrastructure capacity for water or storm water would occur for this alternative, as is also true of the proposed project.

### Water Conservation

An increase in water demand would still occur under the Reduced Project Alternative, although less than anticipated with the proposed project. Although this alternative could provide opportunities for water savings when conservation measures are integrated into the existing center, including the use of drought tolerant landscape materials and the removal of large turf areas fronting the streets, less improvement in water conservation would be realized because less of the existing center would be renovated under this alternative. No significant impacts to water supply would occur for this alternative, as is also true of the proposed project.

### Construction Effects

The Reduced Project Alternative would result in similar construction-related traffic since the three major construction activities (i.e., grading, concrete pours and structure assembly) would still occur on site but over a shorter duration. Potentially significant, temporary impacts from construction traffic would not be avoided under this alternative due to existing traffic congestion in the project area. Potentially significant temporary construction noise impacts on the on-site day care facility and off-site residences associated with constructing the proposed residential units would be avoided under the Reduced Project Alternative. Construction noise impacts to off-site residences near required traffic improvements would still be expected since the traffic mitigation would be similar to the proposed project.

### Conclusion

Adoption of the Reduced Project Alternative would lessen impacts of the proposed project to freeways; however, traffic impacts to local roads and intersections would still be significant and unmitigable on a project and cumulative level and cumulative impacts to regional air quality would still occur. The Reduced Project Alternative would eliminate the mid- and high-rise building proposed on site, thus avoiding the significant and unmitigable aesthetics impacts to neighborhood character caused by the proposed project. The reduction in retail square footage associated with the Reduced Project Alternative would, however, not be consistent with Objective 3, wherein the center is expanded in an economically feasible manner. The amount of general shop space (235,000 sf) would not be a sufficient retail base to offset the costs of expanding the two department stores (200,000 sf). Thus, although this alternative would appear to attain most of the basic project objectives, the reduction in retail combined with an elimination of residential, hotel and office space would not achieve the project applicant's basic objectives and would lessen the City's ability to construct mixed use projects near transit (conflicting with Objectives 5 and 6) as envisioned in the Strategic Framework Element of the *Progress Guide and General Plan*. It would also eliminate the applicant's ability to expand the transit center on site.

#### **8.3.4 Reduced Building Height Alternative**

##### **Description**

The purpose of developing a Reduced Building Height Alternative, other than the alternatives described above, was to define a level of development that would avoid significant and unmitigable aesthetics/visual quality impacts related to the bulk and scale of buildings that exceed established patterns in the community. As described in Section 5.2, *Aesthetics/Visual Quality*, the proposed Master PDP would allow for the construction of four buildings that would rise from 325 to 390 feet above grade and be taller in scale than other high-rise structures in the University City area. The taller



buildings would be residential, hotel and/or office structures proposed by the Master PDP in the University Central, Nobel Heights, La Jolla Terrace and Towne Center Gardens districts of the site. Although the buildings would be compatible with the urban node concept described in the *University Community Plan*, the structures would exceed the bulk and scale of other structures in the community by over 100 feet and would require a deviation from the maximum structure height regulations in the CR-1-1 regional commercial zone. Buildings in these four districts would cause a significant and unmitigable impact on existing visual character of the area. Under the Reduced Building Height Alternative, taller structures in the four land use districts would be limited to the maximum height of nearby structures in the community, the tallest of which is the Wells Fargo Bank building that stands at an elevation of 240 feet above grade. A height deviation would still be required for the Reduced Building Height Alternative to allow structures taller than 60 feet; however, the maximum structure height would comply with the existing pattern of development in the community rather than exceed it and resulting in a less than significant impact on visual character. The building footprints would be broadened and the profile of the towers would be wider to accommodate the same amount of development permitted under the Master PDP.

No other changes to the proposed project or its planned land uses would occur under this alternative. Therefore, the amount of building area would not change under this alternative; any of the various Master PDP land use scenarios could be developed. A CPA would still be required under the Reduced Building Height Alternative. In addition, the project applicant would rezone the property for consistency with the *University Community Plan* regional commercial designation. A SDP/VTM and easement vacation would be required under this alternative.

## Environmental Analysis

### Land Use

Similar to the proposed project, this alternative would not produce any significant land use or policy impacts because the design would implement many of the goals and objectives of the *University Community Plan* related to implementing a multi-modal transportation system, encouraging high quality development, reinforcing the community unifying roads, reinforcing the urban node concept planting drought tolerant landscaping and implementing a green building program. Similar to the proposed project, this alternative would have no land use incompatibilities associated aircraft operations at the MCAS Miramar, including policies within the ALUCP for the airfield.

### Aesthetics/Visual Quality

Reduction in the heights of the potential residential/hotel/office towers developed on site would avoid significant and unmitigable impacts related to bulk and scale on the existing community. By limiting structure heights to 240 feet above grade, this alternative would conform with the bulk and scale

patterns established by other mid- and high-rise structures in the community. As stated above, a deviation would still be required to allow structures above 60 feet, but the structures would not exceed the pattern of development established in the University City community. No obstructions of any scenic vistas are expected for the proposed project; thus, reduction in building heights would not change those circumstances. Similar to the proposed project, light and glare from the project would not result in significant impacts.

#### Transportation/Circulation

Reducing the building height would not change the volume and peak hour traffic produced by the proposed project because the same amount of square footage would be developed on site. All the same impacts to LOS on local streets and intersections in the University City community and the I-805 freeway would still occur because the amount of square footage would be similar to the proposed project. The parking demand associated with this alternative would be the same as required for the proposed project and significant parking impacts would be expected during the peak holiday season (weekends in December).

#### Air Quality

Implementation of the Reduced Building Height Alternative would not change project impacts to air quality because the amount of demolition and site redevelopment and traffic impacts would be the same as the proposed project. Therefore, significant levels of temporary construction-related dust (PM<sub>10</sub> and PM<sub>2.5</sub>) would be expected and unmitigable impacts of the proposed project would not be avoided by this alternative. Long-term, operational emissions would still be produced. The Reduced Building Height Alternative would not avoid cumulatively significant and unmitigable impacts to ambient ozone levels because the CPA would not be consistent with the land use assumptions in the *University Community Plan* used by the SIP for projecting regional air emissions. Therefore, it would still significantly affect the air basin's ability to attain ambient air quality standards for ozone. The potential for greenhouse gases would be similar to the proposed project since the land use intensity would not change under the Reduced Building Height Alternative.

#### Hydrology/Water Quality

Similar to the proposed project, no changes in drainage patterns or hydrology would occur under the Reduced Building Height Alternative. Potentially adverse effects on surface water quality caused by increased sedimentation would be similar as the proposed project; the amount of urban contaminants would be similar to that of the existing center. The project applicant would be required by the regulations and the City to implement BMPs to avoid temporary construction-related and long-term operational impacts on water quality. No significant hydrology/water quality impacts would occur under the proposed project or be produced by this alternative.

### Paleontology

Potentially significant impacts to sensitive paleontological resources beneath the surface of the UTC property would be the same under the Reduced Building Height Alternative since grading and excavation into sensitive formations would be the same as the proposed project. No significant impacts would be avoided by this alternative.

### Public Utilities

The Reduced Building Height Alternative would create an increase in demand for public utilities, although the demand for potable water, sewage treatment and solid waste generation would be similar to that of the proposed project because a similar amount of development would be constructed. Potentially significant cumulative impacts to regional landfill capacity and cumulatively significant impacts to sewer line capacity downstream of UTC would still occur under the Reduced Building Height Alternative. No significant impact to infrastructure capacity for water or storm water would occur for this alternative, as is also true of the proposed project.

### Water Conservation

An increase in water demand would occur under the Reduced Building Height Alternative at similar levels as the proposed project. Water savings would be expected due to the integration of conservation measures into the existing center, including the use of drought tolerant landscape materials and the removal of large turf areas fronting the streets. No significant impacts to water supply would occur for this alternative, as is also true of the proposed project.

### Construction Effects

The Reduced Building Height Alternative would result in similar construction-related traffic since the three major construction activities (i.e., grading, concrete pours and structure assembly) would still occur on site. Potentially significant, temporary impacts from construction traffic would not be avoided under this alternative due to existing traffic congestion in the project area. Potentially significant temporary construction noise impacts on the on-site day care facility and off-site residences associated with constructing the proposed residential units and recreation improvements would not be avoided under the Reduced Building Height Alternative. Construction noise impacts to off-site residences near required traffic improvements would still be expected since the traffic mitigation would be the same as for the proposed project.

## Conclusion

Adoption of the Reduced Building Height Alternative would lessen significant and unmitigable impacts of the proposed project to aesthetics/visual quality related to the bulk and scale within the University City area; however, traffic and air quality impacts would still be significant and unmitigable on a project and cumulative level. Significant and unmitigable cumulative impacts associated with solid waste would not be avoided. All other impacts would be the same as the proposed project since the development intensity would not change under this alternative. The reduction in building height would be reduce the design flexibility for the residential/hotel/office towers and could prevent the applicant from being able to achieve its affordable housing requirements on site (per objective no. 11). This alternative would be consistent with all other project objectives outlined in this section.

## 8.4 SUMMARY OF PROJECT ALTERNATIVES

Table 8-1, *Project Alternatives Summary of Impacts*, compares the significance of the potential impacts for the proposed project and for each of the alternatives considered in detail. The project alternatives discussed in this section reduce one or more significant environmental impacts anticipated as a result of the proposed project. Although the No Project Alternative would result in minimal environmental impacts, the State CEQA Guidelines require identification of an alternative other than the No Project Alternative as Environmentally Superior. Because it would eliminate significant and unmitigable aesthetics/visual quality impacts of the residential towers and reduce the severity of significant impacts to transportation/circulation, air quality, paleontology, public services and construction impacts identified for the proposed project relative to the other project alternatives while still accomplishing most of the basic project objectives, the No Residential Alternative is considered to be the Environmentally Superior Alternative.

Table 8-1 PROJECT ALTERNATIVES SUMMARY OF IMPACTS						
Environmental Issue	Proposed Project	No Project Alternative	No Residential Alternative	No Retail Expansion Alternative	Reduced Project Alternative	Reduced Building Height Alternative
Land Use	LS	N	LS	LS	LS	LS
Aesthetics/Visual Quality	SU	N	LS	SU	LS	LS
Transportation/Circulation	SU	N	SU	SU	SU	SU
Air Quality	SU	N	SU	SU	SU	SU
Hydrology/Water Quality	LS	N	LS	LS	LS	LS
Paleontology	SM	N	SM	SM	SM	SM
Public Utilities	SM	N	SM	SM	SM	SM
Water Conservation	LS	N	LS	LS	LS	LS
Construction Effects	SM	N	SM	SM	SM	SM

\* Only the environmental effects found to be significant for the proposed project are included in this comparison matrix.  
 SU=Significant and Unmitigable; SM=Significant but mitigable; LS=Less than significant; N=No impact.

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This document has been completed by the City of San Diego's Environmental Analysis Section under the direction of the Development Services Department Environmental Review Manager and is based on independent analysis and determinations made pursuant to the San Diego Municipal Code Section 128.0103. The following individuals contributed to the fieldwork and/or preparation of this report.

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**MITIGATION MONITORING AND  
REPORTING PROGRAM**

**UNIVERSITY TOWNE CENTER REVITALIZATION PROJECT**

**PROJECT NO. 2214  
SCH NO. 2002071071**

**April 2008**

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**UNIVERSITY TOWNE CENTER REVITALIZATION PROJECT**  
**(PROJECT NO. 2214; SCH NO. 2002071071)**

This Mitigation Monitoring and Reporting Program (MMRP) was prepared for the University Towne Center (UTC) Revitalization project to comply with the mitigation monitoring statute, *Public agency shall adopt monitoring program of mitigation measures and insure their enforceability* (Public Resources Code Section 21081.6). This statute requires public agencies to “adopt a reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment.” This program shall be made a requirement of project approval. Certain changes or alterations (mitigation measures) are required for the UTC Revitalization project, as identified in the Environmental Impact Report (EIR) (Project No. 2214, SCH No. 2002071071), to reduce significant environmental effects. For each required mitigation measure, a monitoring and/or reporting element is identified below.

As Lead Agency for the project under CEQA, the City of San Diego (City) will administer the MMRP for the UTC Revitalization project. Information contained within this MMRP provides a summary of significant project impacts, and identifies the mitigation measures, the entity responsible for ensuring compliance, conditions required to verify compliance, and the monitoring schedule. Tables and figures referred to in this MMRP can be found in the EIR.

**GENERAL**

1. Prior to issuance of any construction permits, the owner/permittee shall make arrangements to schedule a pre-construction meeting to ensure implementation of the MMRP. The meeting shall include the Resident Engineer, monitoring paleontologist, and staff from the City's Mitigation Monitoring Coordination (MMC) Section and from the Environmental Services Department (ESD).
2. Prior to the issuance of any construction permits, the Environmental Review Manager (ERM) of the Land Development Review Division (LDR) shall verify the following mitigation measures are noted on the construction/grading plans submitted and included in the specifications under the heading **Environmental Mitigation Requirements**.

**A. TRANSPORTATION/CIRCULATION**

Prior to issuance of a final certificate of occupancy, the project applicant shall implement the following measures to the satisfaction of the City Engineer:



- MM 5.3-1 The applicant shall provide an additional eastbound lane (eight-lane cross section) along La Jolla Village Drive between Towne Centre Drive and I-805. This shall be achieved through restriping and restricting parking. This would result in this segment being built to its Community Plan classification. The applicant shall provide 100 percent financial contribution and assure mitigation by permit and bond due prior to the issuance of the first building permit.
- MM 5.3-2 The applicant shall provide improvements to Nobel Drive associated with the NUC-J improvement project along its frontage. These improvements shall consist of the widening of Nobel Drive with right-of-way acquisition from the north side. The applicant shall provide 100 percent financial contribution and assure mitigation by permit and bond due prior to the issuance of the first building permit.

#### *Intersections*

Implementation of the following mitigation would reduce significant direct impacts to intersections in the Near-Term Conditions to below a level of significance. Prior to issuance of a final certificate of occupancy, the project applicant shall implement the following mitigation to the satisfaction of the City Engineer:

- MM 5.3-3 The applicant shall reconfigure the westbound approach to provide a dedicated right-turn lane at the intersection of La Jolla Village Drive and Regents Road. Roadway widening and/or modifications to the median along the roadway may be required. The applicant shall provide 100 percent financial contribution and assure mitigation by permit and bond due prior to the issuance of the first building permit.
- MM 5.3-4 The applicant shall reconfigure the northbound approach to provide a dedicated right-turn lane at the intersection of La Jolla Village Drive and Genesee Avenue. Roadway widening and/or modifications to the median along the roadway may be required. The applicant shall provide 100 percent financial contribution and assure mitigation by permit and bond due prior to the issuance of the first building permit.
- MM 5.3-5 The applicant shall construct a second northbound thru lane by widening Towne Centre Drive at the intersection of Towne Centre Drive and La Jolla Village Drive. To accommodate the additional lanes, widening and/or modifications to the median along the roadway may be required. The applicant shall provide 100 percent financial contribution and assure mitigation by permit and bond due prior to the issuance of the first building permit.

- MM 5.3-6 The applicant shall install a traffic signal and appropriate signal interconnect satisfactory to the City Engineer at the intersection of Nobel Drive/Lombard Place and the Project Driveway. Timing plans shall be developed and implemented by the City. The applicant shall provide 100 percent financial contribution and assure mitigation by permit and bond due prior to the issuance of the first building permit.
- MM 5.3-7 The applicant shall reconfigure the North UTC Project Driveway to permit right-turn only movements at its intersection with Towne Centre Drive. This shall be accomplished through the construction of a raised center median, extending along Towne Centre Drive from La Jolla Village Drive to the south UTC driveway, and installation of "right-turn only" signage. The applicant shall provide 100 percent financial contribution and assure mitigation by permit and bond due prior to the issuance of the first building permit.
- MM 5.3-8 The applicant shall install a traffic signal and appropriate interconnect at the intersection of Towne Centre Drive and the South UTC Project Driveway. Timing plans shall be developed and implemented by the City. The applicant shall provide 100 percent financial contribution and assure mitigation by permit and bond due prior to the issuance of the first building permit (subject to partial reimbursement already paid to the City by the Congregation Beth Israel as project mitigation).
- MM 5.3-9 The applicant shall reconfigure the westbound approach to provide a dedicated right-turn lane at the intersection of Governor Drive and Genesee Avenue. Roadway widening and/or modifications to the median along the roadway may be required. The applicant shall provide 100 percent financial contribution and assure mitigation by permit and bond due prior to the issuance of the first building permit.

#### *Freeway Segments*

The freeway segment analysis identified significant impacts along I-805 between Noble Drive and SR 52 in the near term and horizon year. SANDAG has identified future improvements to both I-5 and I-805 within the project area. These improvements are part of the Mobility 2030 Plan. Prior to issuance of a final certificate of occupancy, the project applicant shall implement the following mitigation to the satisfaction of the City Engineer:

- MM 5.3-10 The applicant shall pay a fair share contribution of \$3.38 million (equivalent to \$1,000 per ADT) toward the study, design or implementation of traffic operational improvements (i.e., auxiliary lanes) on I-805 between La Jolla Village Drive and SR-52.

### Horizon Year Conditions

Significant cumulative street segment impacts to Genesee Avenue and La Jolla Village Drive in the horizon year would be significant and unmitigable because the City Council is reviewing whether the Genesee Avenue widening will occur and the applicant has indicated they would not implement improvements along La Jolla Village Drive that would conflict with the Community Plan policies on community character and urban design, as discussed under near-term street segment conditions. Significant cumulative impacts to intersections would be addressed through implementation of Near-Term mitigation measures MM 5.3-3 through MM 5.3-9, above, and Horizon Year mitigation measures MM 5.3-11 through MM 5.3-14 listed below (see Table 5.3-19, *Horizon Year Intersection Mitigation Analysis*). Significant cumulative impacts to freeway segments and freeway ramp meters would remain unmitigated until future improvements identified in the SANDAG Mobility 2030 Plan are implemented.

#### *Intersections*

The following intersection improvements and cost participation are identified to mitigate significant cumulative impacts to intersections in the Horizon Year to below a level of significance.

- MM 5.3-11     The applicant shall restripe the four-lane southbound approach at the intersection of La Jolla Village Drive and the I-805 southbound ramps to include left, right-left, and dual right-turn lanes. The applicant shall provide 100 percent financial contribution and assure mitigation by permit and bond due prior to the issuance of the first building permit.
- MM 5.3-12     The applicant shall reconfigure the northbound approach to La Jolla Village Drive at Executive Way to provide a second right-turn lane. Roadway widening and/or modifications to the median along the roadway may be required. The applicant shall provide 100 percent financial contribution and assure mitigation by permit and bond due prior to the issuance of the first building permit.
- MM 5.3-13     The applicant shall reconfigure the westbound approach to provide a dedicated right-turn lane at the intersection of Nobel Drive and Genesee Avenue. Roadway widening and/or modifications to the median along the roadway may be required. Modifications to the traffic signal timing by the City in conjunction with the lane dedications would be required. The applicant shall provide 100 percent financial contribution and assure mitigation by permit and bond due prior to the issuance of the first building permit.
- MM 5.3-14     The applicant shall stripe the eastbound approach to provide left-thru-right and right-turn lanes at the intersection of Decoro Street and Genesee Avenue. To accommodate the additional lane, widening the roadway may be required. The applicant shall

provide 100 percent financial contribution and assure mitigation by permit and bond due prior to the issuance of the first building permit.

#### Parking Mitigation

The following measures are identified to mitigate parking impacts to below a level of significance:

- MM 5.3-15 The project applicant shall expand the existing off-site employee program during the month of December to serve up to 550 vehicles.
- MM 5.3-16 The applicant shall provide and maintain a current Parking Management Plan and perform an annual parking study satisfactory to the City Engineer. The updated Parking Management Plan and annual parking study shall provide additional parking opportunities in the event that the parking demand exceeds the parking supply. In the event that the parking demand exceeds the parking supply, the applicant shall provide adequate parking for the site and implement these alternatives prior to the next annual parking study, satisfactory to the City Engineer. In addition, no later than October 31 of each year, the applicant shall provide evidence of a shared parking agreement for holiday overflow parking, satisfactory to the City Engineer.

#### **B. AIR QUALITY**

The following measures shall be implemented during construction to partially reduce project impacts from fugitive dust:

- MM 5.4-1 Multiple applications of water during grading between dozer/scrapper passes – 34-68 percent
- MM 5.4-2 Paving, chip sealing or chemical stabilization of internal roadways after completion of grading – 92.5 percent
- MM 5.4-3 Use of sweepers or water trucks to remove “track-out” at any point of public street access – 25-60 percent
- MM 5.4-4 Termination of grading if winds exceed 25 miles per hour – not quantified
- MM 5.4-5 Stabilization of dirt storage piles by chemical binders, tarps, fencing or other erosion control – 30-65 percent
- MM 5.4-6 Application of water every 4 hours during structure demolition – 36 percent

Although temporary in nature, there are no feasible mitigation measures to reduce NO<sub>x</sub> during the simultaneous construction of Phases 1 and 2 to a level that is less than significant without staggering the construction schedules for the two development phases. However, construction equipment emissions reductions are anticipated over time as cleaner engines are introduced and low NO<sub>x</sub> emissions standards promulgated by CARB are phased in for off-road construction equipment starting in 2010. Therefore, to reduce emissions of NO<sub>x</sub> during project construction to below significant levels, the following mitigation will be implemented.

- MM 5.4-7      Upon preparation of final construction plans for the proposed project, the applicant shall either stagger the construction schedule to prevent overlapping construction emissions for Phases 1 and 2 or hire a contractor who would commit to using a high percentage of low NO<sub>x</sub> equipment in its construction fleet. If construction sequencing is modified from levels assumed in this analysis, the applicant shall demonstrate through calculations that proposed construction phasing will result in emissions of NO<sub>x</sub> that are below the significance threshold of 250 lbs per day.

The project would contribute to an obstruction in the implementation of the RAQS for ROC, which would be a significant impact; therefore, standard RAQS measures would be implemented by the project applicant to reduce its impact to below a level of significance. The respective control measures are noted under MM 5.4-8 below.

- MM 5.4-8      The project applicant shall incorporate into the contractor specifications the following control measures pursuant to the RAQS for ROC:
- Use of low-ROC paints, adhesives and solvents and
  - Installation of low emission water heaters and furnaces where required

### C. PALEONTOLOGICAL RESOURCES

The following measures shall be implemented by the project applicant to mitigate impacts to paleontological resources to below a level of significance.

#### *Prior to Pre-Construction Meeting*

- MM 5.6-1      Prior to the issuance of a Notice to Proceed (NTP) or any construction permits, including, but not limited to, the first Grading Permit, Demolition Plans/Permits and Building Plans/Permits the Assistant Deputy Director (ADD) environmental designee of the City's Land Development Review Division (LDR) shall verify that the following statement is shown on the grading and /or construction plans as a note under the heading Environmental Requirements: "University Towne Center Revitalization Project is subject to Mitigation, Monitoring and Reporting Program and shall conform

to the mitigation conditions as contained in the University Towne Center Revitalization Project EIR (SCH No. 2002071071; Project No. 2214)."

MM 5.6-2 The project applicant shall submit letters of qualification to the ADD

Prior to the recordation of the first final map, NTP or any permits, including but not limited to, issuance of a Grading Permit, Demolition Plans/Permits and Building Plans/Permits, the applicant shall provide a letter of verification to the ADD stating that a qualified paleontologist (the Monitor), as defined in the City of San Diego Significance Determination Guidelines for Paleontological Resources, has been retained to implement the monitoring program.

MM 5.6-3 The project applicant shall submit to the mitigation monitoring coordinator (MMC) a second letter containing names of monitors

(A) At least thirty days prior to the pre-construction meeting, a second letter shall be submitted to the MMC, which includes the names of the Principal Investigator (PI) and all persons involved in the paleontological monitoring of the project.

(B) The MMC shall provide the Plan Check Department with a copy of both the first and second letter.

MM 5.6-4 The monitor shall perform a records search prior to pre-construction meeting

At least thirty days prior to the pre-construction meeting, the Monitor shall verify that a records search has been completed and updated as necessary, and he/she shall be prepared to introduce any pertinent information concerning expectations and probabilities of discovery during trenching and/or grading activities. Verification includes, but is not limited to, a copy of a confirmation letter from the San Diego Natural History Museum, other institution or, if the record search was in-house, a letter of verification from the PI stating that the search was completed.

*Pre-Construction Meeting*

MM 5.6-5 The monitor shall attend preconstruction meetings

(A) Prior to beginning any work that requires monitoring, the Applicant shall arrange a pre-construction meeting that shall include the Monitor, construction manager and/or grading contractor, resident engineer (RE), building inspector (BI) and the MMC. The Monitor shall attend any grading related pre-construction meetings

to make comments and/or suggestions concerning the paleontological monitoring program with the construction manager and/or grading contractor.

- (B) If the Monitor is not able to attend the pre-construction meeting, the RE or BI, as appropriate, shall schedule a focused pre-construction meeting for the MMC, Monitor, construction manager and appropriate contractor's representative to review the job on site prior to the start of any work that requires monitoring.

MM 5.6-6     The monitor shall identify areas to be monitored

At the pre-construction meeting, the Monitor shall submit to the MMC a copy of the site/grading plan (reduced to 11"x17") that identifies areas to be monitored.

MM 5.6-7     The monitor shall submit a schedule to the MMC indicating when monitoring will occur

Prior to the start of work, the Monitor shall also submit a construction schedule to the MMC through the RE or BI, as appropriate, indicating when and where monitoring is to begin. In addition, the Monitor shall notify the MMC directly of the start date for monitoring.

*During Construction*

MM 5.6-8     The Monitor shall be present during grading/excavation

The Monitor shall be present at all times during the initial cutting of previously undisturbed formations with high and moderate resource sensitivity, and he/she shall document activity via the Consultant Site Visit Record (form). This form shall be faxed to the RE or BI, as appropriate, and the MMC each month.

MM 5.6-9     Discoveries

(A) *Minor Paleontological Discovery*

In the event of a minor paleontological discovery (small pieces of broken common shell fragments or other scattered common fossils) the Monitor shall notify the RE or BI, as appropriate, that a minor discovery has been made. The determination of significance shall be at the discretion of the Monitor. He/she shall continue to monitor the area and immediately notify the RE or BI, as appropriate, if a potential significant discovery emerges.

(B) *Significant Paleontological Discovery*

In the event of a significant paleontological discovery, and when requested by the Monitor, the RE or BI, as appropriate, shall be notified to divert, direct or temporarily halt construction activities in the area of discovery to allow recovery of fossil remains. The determination of significance shall be at the discretion of the Monitor. The paleontologist with PI level evaluation responsibilities shall also immediately notify the MMC staff of such finding at the time of discovery. MMC staff will coordinate with appropriate LDR staff.

MM 5.6-10 Night Work

(A) If night work is included in the contract:

- (1) The extent and timing shall be presented and discussed at the pre-construction meeting.
- (2) The following procedures shall be followed:

(a) *No Discoveries*

In the event that nothing was found during night work, the PI shall record the information on the Site Visit Record Form.

(b) *Minor Discoveries*

All minor discoveries shall be processed and documented using the existing procedures under measure 9(A) above with the exception that the RE shall contact the MMC by 9 A.M. the following morning to report and discuss the findings.

(c) *Potentially Significant Discoveries*

If the PI determines that a potentially significant discovery has been made, the procedures under 9(B) above shall be followed, with the exception that the RE shall contact the MMC by 9 A.M. the following morning to report and discuss the findings.



(B) If night work becomes necessary during the course of construction:

- (1) The construction manager shall notify the RE or BI, as appropriate, a minimum of 24 hours before the work is to begin.
- (2) The RE or BI, as appropriate, shall notify the MMC immediately.

(C) All other procedures described above shall apply, as appropriate.

MM 5.6-11 Notification of Completion

The Monitor shall notify the MMC and the RE or BI, as appropriate, of the end date of monitoring.

*Post-Construction*

The Monitor shall be responsible for preparation of fossils to a point of curation as defined by the City of San Diego Paleontological Guidelines.

MM 5.6-12 The monitor shall submit a letter of acceptance from a local qualified curation facility

The Monitor shall be responsible for submittal of a letter of acceptance to the ADD from a local qualified curation facility. A copy of this letter shall be forwarded to the MMC.

MM 5.6-13 If fossil collection is not accepted, the monitor shall contact LDR for alternatives

If the fossil collection is not accepted by a local qualified facility for reasons other than inadequate preparation of specimens, the Monitor shall contact LDR to suggest an alternative disposition of the collection. The MMC shall be notified in writing of the situation and resolution.

MM 5.6-14 The monitor shall record sites with San Diego Natural History Museum

The Monitor shall be responsible for the recordation of any discovered fossil sites with the San Diego Natural History Museum.

MM 5.6-15 Final Results Report

- (A) Prior to the release of the grading bond, two copies of the Final Results Report, which describes the results, analysis and conclusions of the above paleontological monitoring program (with appropriate graphics), shall be submitted to the MMC for approval by the ADD. The Final Results Report shall be submitted regardless of the results (e.g., if negative).
- (B) The MMC shall notify the RE or BI, as appropriate, of receipt of the report.

D. PUBLIC UTILITIES

The following measures are required to address cumulative impacts to sewer line capacity and project and cumulative impacts to landfill capacity. Implementation of these measures would reduce impacts to less than significant levels.

MM 5.7-1 Prior to receipt of final certificate of occupancy for Phase 1, the project applicant shall contribute their fair share to the cost of upsizing and relocating the sewer line within Genesee Avenue, satisfactory to the City Engineer. The upsizing must occur prior to the site exceeding existing sewage flows that contribute to the line.

MM 5.7-2 Prior to Preconstruction (Precon) Meeting

Land Development Review (LDR) Plan Check - Prior to issuance of any permit, including but is not limited to, any grading or any other construction permit, the Assistant Deputy Director (ADD) shall verify that all the requirements of the waste management plan have been shown and/or noted on the Demolition and/or Grading Plans (construction documents).

1. Prior to issuance of a demolition permit, the permittee shall be responsible to arrange a Precon Meeting. This meeting shall be coordinated with the Mitigation Monitoring Coordinator (MMC) to verify that implementation of the waste management plan shall be performed in compliance with the plan approved by LDR and the ESD, to ensure that impacts to solid waste facilities are mitigated to below a level of significance.
2. The plan (construction documents) shall include the following elements for grading, construction and occupancy phases of the project as applicable:
  - a. Tons of waste anticipated to be generated

- b. Material type of waste to be generated
  - c. Source separation techniques for waste generated
  - d. How materials will be reused on site
  - e. Name and location of recycling, reuse or landfill facilities where waste will be taken if not reused on site
  - f. A "buy recycled" program
  - g. How the project will aim to reduce the generation of construction/demolition debris
  - h. A plan of how waste reduction and recycling goals will be communicated to subcontractors
  - i. A timeline for each of the three main phases of the project as stated above
3. The plan shall strive for a goal of 50 percent waste reduction.
4. The plan shall include specific performance measures to be assessed upon the completion of the project to measure success in achieving waste minimization goals. The permittee shall notify MMC and ESD when: (1) a construction permit is issued; (2) construction begins; and (3) demolition ends.

The permittee shall arrange for progress inspections and a final inspection, as specified in the plan and shall contact both MMC and ESD to perform these periodic site visits during construction to inspect the process of the project's waste diversion efforts. Notification shall be sent to:

MMC/Tony Gangitano  
Mitigation Monitoring Coordination  
9601 Ridgehaven Court  
Suite 320, MS 1102B  
San Diego, CA 92123-1636  
(619) 980-7122

Environmental Services Department  
9601 Ridgehaven Court  
Suite 320, MS 1103B  
San Diego, CA 92123-1636  
(858) 492-5010

5. Prior to the issuance of a grading permit, the applicant shall receive approval from the ADD that the waste management plan has been prepared, approved and implemented. Also prior to the issuance of the grading permit, the applicant shall submit evidence to the ADD that the final demolition/construction report has been approved by MMC and ESD. This report shall summarize the results of implementing the above waste management plan elements, including: the actual waste generated and diverted from the project, the waste reduction percentage achieved, how that goal was achieved, etc.

MM 5.7-3 Precon Meeting

1. At least 30 days prior to beginning any work on the site, demolition and/or grading, for the implementation of the Mitigation Monitoring and Reporting Program (MMRP), the permittee is responsible to arrange a Precon Meeting that shall include: the Construction Manager or Grading Contractor, MMC and ESD, as well as the Resident Engineer (RE), if there is an *engineering* permit.
2. At the Precon Meeting, the permittee shall submit reduced copies (11" x 17") of the approved waste management plan to MMC (two copies) and ESD (one copy).
3. Prior to the start of demolition, the permittee or Construction Manager shall submit a construction schedule to MMC and ESD.

MM 5.7-4 During Construction

The permittee or Construction Manager shall call for inspections by both MMC and ESD, who will periodically visit the construction site to verify implementation of the waste management plan.

MM 5.7-5 Post Construction

1. After completion of the implementation of the MMRP, a final results report shall be submitted to MMC to coordinate the review by the ADD and ESD.
2. Prior to final clearance of any demolition permit, issuance of any grading or building permit, release of the grading bond and/or issuance of Certificate of Occupancy, the applicant shall provide documentation to the ADD of LDR

and the ESD that the waste management plan has been effectively implemented.

## E. CONSTRUCTION EFFECTS

Implementation of the following mitigation measure would reduce potentially significant, short-term traffic delays associated with the off-site transport of equipment and excess soil/demolition debris to below a level of significance:

- MM 5.9-1 Prior to and during construction, the transfer of heavy equipment and truck export of demolition materials and earth material shall not occur during peak traffic hours (e.g., 7 a.m. to 9 a.m. and 4 p.m. to 6 p.m.). The final plans for each phase of construction shall note this requirement in the traffic control plan.

Implementation of the following mitigation measures during construction of the proposed project would reduce potentially significant, short-term construction-related noise impacts associated with demolition, grading and excavation to below a level of significance:

- MM 5.9-2 During all construction activities, ensure that equipment has properly operating and maintained mufflers.
- MM 5.9-3 Prior to and during construction activity, locate staging areas as far away as possible from the day care center and existing residences.
- MM 5.9-4 At least 72 hours prior to demolition activities in adjacent construction areas, the applicant or contractor shall notify the community day care center and nearby residences of the activity including its anticipated duration.
- MM 5.9-5 Prior to any construction activity, temporary noise barriers shall be erected along the property line between construction equipment sources and adjacent sensitive receptors. The materials, height and specific location of such barriers shall be determined by a site-specific noise reduction study conducted by a qualified acoustician after the detailed construction schedule and equipment list have been completed. Noise barriers shall be designed to achieve the noise limit of 75 dBA 12-hour average set by the Noise Ordinance and adjusted as necessary during construction to ensure that noise levels are reduced as much as possible at property lines of sensitive receptors.

APPENDIX A

NOTICE OF PREPARATION AND RESPONSES

City of San Diego  
Development Services Department  
LAND DEVELOPMENT REVIEW DIVISION  
1222 First Avenue  
Mail Station 501  
San Diego, CA 92101  
(619) 446-5460

Date: July 12, 2002

NOTICE OF PREPARATION OF A DRAFT  
ENVIRONMENTAL IMPACT REPORT

THE CITY OF SAN DIEGO will be the Lead Agency and will prepare a draft Environmental Impact Report (EIR) for the following project:

PROJECT: University Towne Center. SITE DEVELOPMENT PERMIT/PLANNED DEVELOPMENT PERMIT and COMMUNITY PLAN AMENDMENT to redevelop an existing 1,061,000-square-foot shopping center on 68.43 acres with approximately 750,000 additional square feet of retail and entertainment area, 750 multi-family residential dwelling units, 250,000 square feet of commercial office space, a 250-room hotel (or potentially an additional 250 multi-family dwelling units for a total of 1,000), and parking structures. Project improvements would also include a relocated and expanded bus transit center and the dedication of land for future Metropolitan Transit Development Board (MTDB), Transit Services identified in the MTDB Transit First Regional Transportation Strategic Framework. The project is proposed to be a phased development plan, or Master Plan, that would be implemented over a fifteen (15) to twenty (20) year time frame. The subject site is located east of Genesee Avenue, south of La Jolla Village Drive, west of Towne Centre Drive, and north of Nobel Drive, within the University Community Plan Area (Portions of Parcels 1 and 2 of Parcel Map 12903 and Parcels 1,3, and 4 of Parcel Map 6481). Applicant: Westfield Corporation, Inc.

LDR No. 41-1059/PTS No. 2214

Based on an Initial Study, it appears that the project may result in significant environmental impacts in the following areas: **Land Use, Visual Quality, Traffic/Circulation, Geology, Hydrology and Water Quality, Air Quality, Paleontology, and Noise.**

For more information, or to provide comments on the scope and content of the draft EIR, contact the following person at the address above: Martha Blake, (619) 446-5375. For more information on hearings please contact Mike Westlake at (619) 446-5220.

Written comments on the scope and content of the draft EIR must be sent to the above address by no later than 30 days after receipt of this notice. This information is ALSO available in alternative formats for persons with disabilities. To request this notice in alternative format, call (619) 446-5446 or (800) 735-2929 (TEXT TELEPHONE).

Responsible agencies are requested to indicate their statutory responsibilities in connection with this project when responding.

Attachments:    Location Map  
                     Scoping Letter

Distribution:

Federal Government

Commanding Officer, Marine Corps Air Bases Western Area, MCAS Miramar (13)

State of California

State Clearinghouse (46)  
California Air Resources Board (9)  
Department of Transportation, District 11 (31)  
Regional Water Quality Control Board, Region 9 (44)

County of San Diego

Air Pollution Control District (65)  
Department of Environmental Health, Hazardous Materials Management Division (75)  
Department of Planning and Land Use (68)

City of San Diego

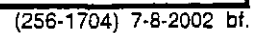
Mayor's Office (91)  
Councilmember Peters, District 1 (MS 10A)  
Councilmember Maienschein, District 5 (MS 10A)  
Councilmember Frye, District 6 (MS 10A)  
Planning Department  
    Community Planning (479)  
Development Services  
    Transportation Development (78)  
Fire and Life Safety Services (79)  
Historical Resources Board (87)  
Library Department, Government Documents (81)  
University City Library (488)  
Environmental Services Department (93A)  
Park Development (93)

Other Agencies, Organizations and Individuals

San Diego City Schools (132)  
University Community Planning Group (480)  
University City Community Association (486)  
La Jolla Community Planning Association (275)  
Mira Mesa Community Planning Group (310)  
Clairemont Mesa Community Planning Committee (248)  
Clairemont Community Service Center (247)  
Metropolitan Transit Development Board (115)  
San Diego Transit Corporation (112)  
San Diego Association of Governments (108)  
San Diego Gas and Electric Company (114)



San Diego Natural History Museum (166)  
Citizens Coordinate for Century III (179)  
Opal Trueblood (485)  
Greater San Diego Chamber of Commerce (157)  
Sierra Club, San Diego Chapter (165)  
San Diego County Archaeological Society, Inc. (218)  
Milton Phegley, Government/Community Relations UCSD (482)  
Janay Kruger  
Westfield Corporation, Inc.  
Helix Environmental Planning, Inc.



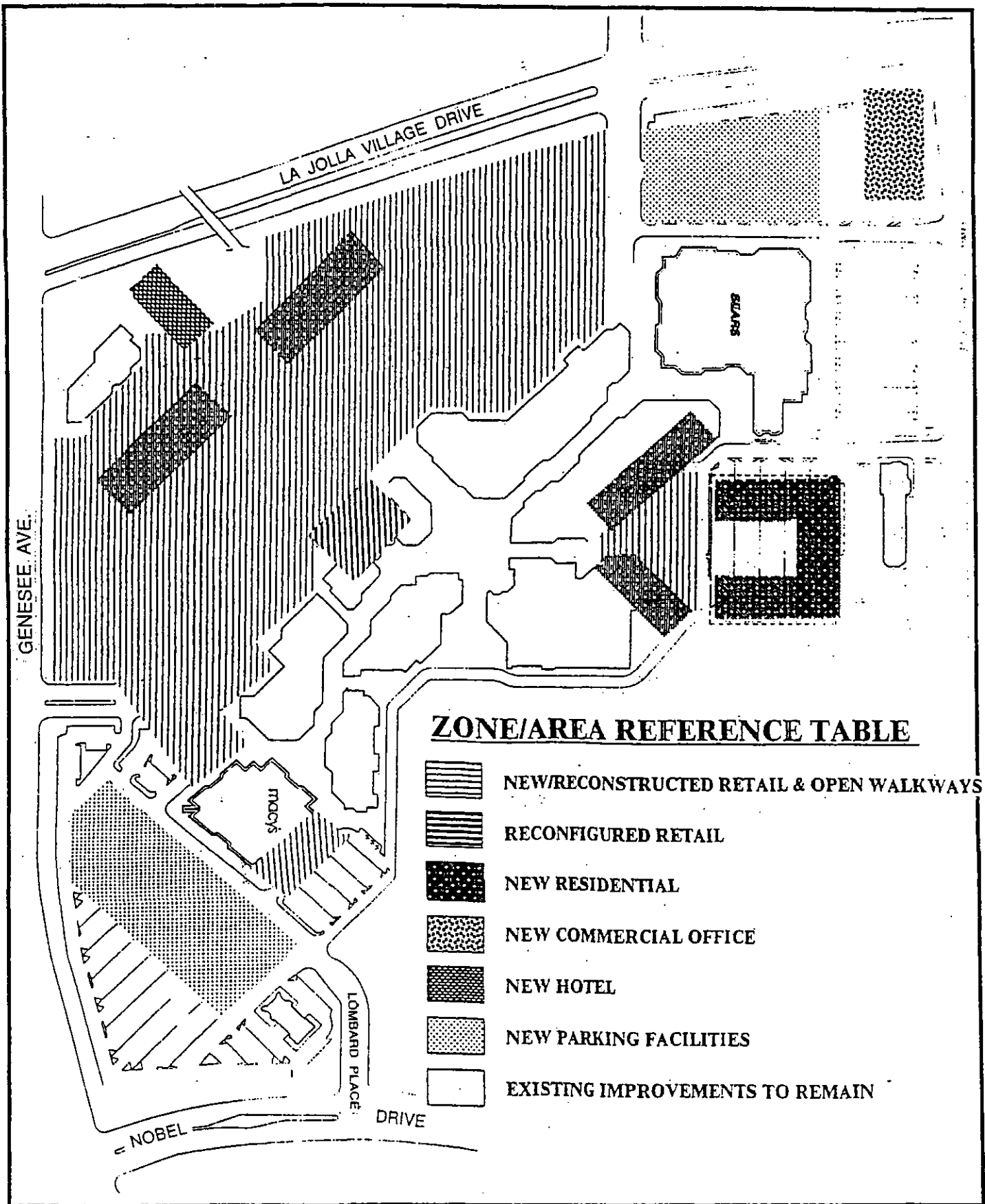
## LOCATION MAP

Environmental Analysis Section

CITY OF SAN DIEGO • DEVELOPMENT SERVICES

### Figure

1



41-0159

(256-1704) 7-8-2002 bf.



## SITE PLAN

Environmental Analysis Section

CITY OF SAN DIEGO • DEVELOPMENT SERVICES

Figure

**2**



## THE CITY OF SAN DIEGO

July 12, 2002

Mr. David Hokanson  
Westfield Corporation, Inc.  
11601 Wilshire Blvd., 12<sup>th</sup> Floor  
Los Angeles, CA 92005-1748

Dear Mr. Hokanson:

**SUBJECT: Scope of Work for an Environmental Impact Report for University Towne Center (LDR No. 40-0247/PTS No. 2214)**

The Environmental Analysis Section (EAS) of the Land Development Review Division (LDR) has conducted an Initial Study for the University Towne Center project and has determined that the proposed project may have significant effects on the environment. Therefore, the preparation of a draft Environmental Impact Report (EIR) pursuant to the California Environmental Quality Act (CEQA) is required.

The proposed project includes adoption of a Master Plan and implementation of a Site Development Permit, Planned Development Permit, and Community Plan Amendment for the University Towne Center (UTC) shopping center property located within Central Subarea #2 of the University Community Plan area of the City of San Diego. The University Towne Center has been recently renamed the Westfield Shoppingtown UTC. The Master Plan consists of the phased development of the existing 1,061,000-square-foot shopping center over an estimated 15 to 20-year period. Overall, the Master Plan proposes the addition of 750,000 square feet of retail and entertainment uses, 250,000 square feet of commercial office use, 750 multi-family residential dwelling units, and 250 hotel rooms (or potentially an additional 250 multi-family dwelling units instead of hotel rooms for a total of 1,000 residential units).

Phase I of the project proposal would include the construction of a 566,713 additional square feet of new and expanded retail space, 250 multi-family residential units or 250 hotel rooms, and one or more parking structures. The proposed Site Development Permit would expand the existing shopping center to a total of 1,627,713 square feet. Project improvements would also include a relocated and expanded bus transit center and the dedication of land for future Metropolitan Transit Development Board (MTDB) Transit Services identified in the MTDB Transit First Regional Transportation Strategic Framework. Phase II of the Master Plan would further expand the retail/entertainment portions of the project through an additional 181,000 square feet of retail floor area, and would also include an additional 250 residential units or 250 hotel rooms,



### Development Services

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depending on what was constructed in Phase I. Phase III of the proposed project would add an additional 250 multi-family residential units (or hotel rooms, if these have not yet been constructed in Phase I or II). Phase IV would include the construction of up to 250,000 square feet of office space. Phase V would involve the completion of the multi-family residential units (or hotel rooms), with the construction of the final 250 units (or rooms). The Master Plan would require a Community Plan Amendment increasing the intensity of development allowed on the Westfield Shoppingtown UTC property.

The purpose of this scoping letter is to identify the environmental issues to be specifically addressed in the EIR. The EIR should be prepared in accordance with CEQA Guidelines and the City's Environmental Impact Report Guidelines, revised July 2001. The draft EIR should also utilize the City of San Diego Development Services Department, EAS Significance Determination Guidelines, revised May 1999. The issues to be addressed are discussed below. A Notice of Preparation will be distributed to Trustee Agencies, organizations, and individuals who may have an interest in the project. In addition, the City determined that for this EIR, in accordance with recent revisions to the CEQA Guidelines Section 21083.9, that a Scoping Meeting must be held that is open to any interested parties and/or individuals. This meeting was publicly noticed on June 13, 2002, and held at 7:00 PM on June 27, 2002. A transcription of the meeting, and written comments received at the meeting will be included in the draft EIR.

## I. PROJECT DESCRIPTION

The DEIR should include a detailed discussion of the characteristics, goals, and objectives of the project and should include a description of all permits and approvals required from other federal, state and local agencies. A description of all major project phases and related features should be provided, including any infrastructure improvements such as roadways and utilities. The DEIR should include sufficient graphics and tables to provide a complete description of all major project features.

## II. ENVIRONMENTAL ISSUES

Identify a reasonable range of mitigation measures and/or alternatives, whether proposed or not, for each identified potential significant impact. Where the plan does not address the issue, analyze project impacts in terms of reasonably foreseeable "worst case" scenarios. Additional plan language and/or acceptance of mitigation measures may change the need to use this type of analysis.

Significance determination made in the EIR should reflect the fact that CEQA does not permit deferral of the establishment of mitigation measures and that an impact should be considered significant if it cannot be demonstrated with certainty that it is not (i.e., if a significant impact "may" result). Reference the City's most recent significance thresholds in making significance determinations.

A. LAND USE

1. Issue: Would the proposal result in land uses which are not compatible with existing or planned surrounding land uses?
2. Issue: Would the proposal result in a land use which is inconsistent with the adopted community plan land use designation for the site or conflict with the goals, objectives and recommendations of the community plan in which it is located?
3. Issue: Would the proposal conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project?
4. Issue: Would the proposal result in land uses which are not compatible with the aircraft accident potential or land uses as defined in the Comprehensive Land Use Plan for Marine Corps Air Station (MCAS) Miramar?

The EIR should evaluate the proposed project's compatibility with existing and planned land uses in the vicinity including adjacent office and commercial uses and residential development. The EIR should analyze the proposed project's consistency with the adopted University Community Plan (1987, as amended in 1987 and 1990) and the City's Progress Guide and General Plan (1980). The analysis should outline the proposed Community Plan Amendment and its consistency with the goals and objectives of the adopted plan and discuss any proposed modifications to the plan. The proposed project is located within the Miramar Airport Influence Area identified within the Comprehensive Land Use Plan (CLUP) for MCAS Miramar. Land use compatibility issues identified in the CLUP, including such issues as aircraft safety, noise, vibration and potential for aircraft operations interference, should be addressed in the Land Use section.

B. AESTHETICS /VISUAL QUALITY

1. Issue: Would the proposal result in a project bulk, scale, materials, or style which would be incompatible with surrounding development?
2. Issue: Would the proposal result in substantial alteration to the existing character of the area?
3. Issue: Would the proposal obstruct any vista or scenic view from a public viewing area?
4. Issue: Would the proposal result in substantial light and glare?

The EIR should include an evaluation of the effect on existing visual quality and

character for the project area, including the surrounding streetscapes. The proposed parking structures and transit facilities should be described relative to building mass, bulk, height and architecture and compared to that of the surrounding development. Any potential for significant impacts from public viewing areas should be disclosed, if applicable. Landscaping themes should be described in enough detail to determine the potential effect or benefit to offsite views. An evaluation of potential light and glare caused by the site improvements, including the parking structures, should be discussed.

#### C. TRANSPORTATION/CIRCULATION

1. Issue: Would the proposal result in an increase in projected traffic which is substantial in relation to the existing traffic load and capacity of the street system?
2. Issue: Would the proposal result in traffic generation in excess of the allocations identified in the University Community Plan?
3. Issue: Would the proposal result in effects on existing parking or cause an increased demand for off-site parking?
4. Issue: Would the proposal conflict with adopted policies, plans or programs supporting alternative transportation modes (e.g., bus turnouts, bicycle racks, transit support facilities, pedestrian access)?
5. Issue: Would the proposal result in an increase in traffic hazards to motor vehicles, pedestrians and bicycles?
6. Issue: What direct and/or cumulative traffic impacts would the project have on the existing and planned community and regional circulation networks?

A draft Transportation and Parking Analysis will be prepared for the proposal. The final analysis, consistent with the City's Traffic Impact Study Manual and approved by City staff, should be summarized within the EIR and attached for reference. The EIR should address the projected traffic volumes associated with the proposed Master Plan development Phases I through V and the effects the resulting traffic has on the existing and future surrounding circulation system for each proposed phase of development. Specifically, the analysis should address the potential for impacts to freeway segments and ramps on Interstate 5 and Interstate 805, and road segments and affected intersections on La Jolla Village Drive, Genesee Avenue, Nobel Drive, Towne Centre Drive, Golden Haven Drive, Executive Drive, Eastgate Mall, and Miramar Road. The traffic study should assume that both the Regents Road bridge and Genesee Avenue widening projects will be constructed consistent with the University City Community and Facilities Financing Plans. The traffic impact analysis should address current and future conditions, with and without the project. Quantified traffic volumes are typically provided for existing, existing plus cumulative, existing plus cumulative plus project, horizon year without project, and horizon year with project traffic conditions. Also, the project's

proposed phasing will be discussed and analyzed. The average daily trip (ADT) generation is projected to exceed 2,400 trips; therefore, Congestion Management Program analysis should be included. Traffic signal warrant analyses should be conducted for unsignalized intersections (e.g. project entrances) should they be projected to incur significant traffic delays with the proposed project. The traffic and parking analysis in the EIR should also discuss on-site parking and circulation and the potential for parking supply effects on site and any potential effects on off-site parking supply. The traffic and parking section of the EIR should also discuss potential opportunities for, or impacts to, planned alternative modes of transportation or trip reduction features including transit services, bicycle paths/support facilities, pedestrian access and mass transit programs for MTDB and North County Transit Development (NCTD). Any proposed methods for avoiding potential hazards to motor vehicles, pedestrians and bicycles should be discussed.

#### D. AIR QUALITY

1. Issue: Would the proposal exceed 100 pounds per day of Particulate Matter 10 (dust)?
2. Issue: Would the proposed project result in air emissions that would substantially deteriorate ambient air quality including the exposure of sensitive receptors to substantial pollutant concentrations?
3. Issue: Would implementation of the proposal conflict with or obstruct implementation of the ability of the Regional Air Quality Strategy (RAQS)?

The EIR should address short-term air quality impacts from grading and construction, including the generation of fugitive dust and construction vehicle emissions. The potential for project-generated and cumulative impacts on air quality due to the increase in vehicular traffic should be evaluated. The impacts on air quality related to vehicle emissions should be addressed on a regional, as well as local, basis. The EIR should address the impacts of the proposal on the ability of the region to attain or maintain federal Clean Air Act standards and should analyze the consistency of the proposal with the goals and specific control measures of the current RAQS/State Implementation Plan.

#### E. HYDROLOGY/WATER QUALITY

1. Issue: Would the proposal result in an increase in impervious surfaces or a substantial alteration of on and offsite drainage patterns, affecting the rate and volume of surface runoff?
2. Issue: Would the proposal result in an increase in pollutant discharges, including downstream sedimentation, to receiving waters during or following construction? Would the proposal discharge identified pollutants to an already impaired water body?



3. Issue: Would the proposal result in a discharge into surface or ground waters, or in any alteration of surface or groundwater quality, including, but not limited to, temperature, dissolved oxygen, turbidity, pesticides, herbicides, fertilizers, gas, oil, or other noxious chemicals?
4. Issue: What types of pre- and post-construction Best Management Practices (BMPs) would be incorporated into the project's Storm Water Pollution Prevention Plan (SWPPP) to avoid impacts to the storm water system?

The proposal includes the development of commercial, residential and parking uses, which may increase the amount of impervious surfaces on site. Construction would likely require the temporary removal of impervious surfaces and soil excavation and stockpiling, which could lead to erosion and sedimentation. An increase in stormwater runoff is anticipated and should be evaluated relative to drainage patterns, flow quantities and potential impacts to surface water quality. Stormwater generated on-site generally drains into Rose Canyon, which leads to the impaired water body of Mission Bay. Potential impacts to surface or groundwater quality due to project-generated discharge of pesticides, herbicides, fertilizers or vehicle-generated pollutants should be discussed.

#### F. PUBLIC UTILITIES

1. Issue: Would the proposal result in a need for new systems or require substantial alterations to existing utilities including water, sewer, storm water drainage and solid waste disposal?

Intensification of the existing commercial uses and the addition of residential units would increase demand on existing public utilities. The EIR should identify any conflicts with existing infrastructure, evaluate any need for upgrading infrastructure and shall demonstrate that facilities would have sufficient capacity to service the needs of the project. Water supply service must be addressed consistent with Senate Bill 610. Potential opportunities for installing water conservation features at the existing shopping center, such as reclaimed water, should be discussed. Existing and future system capacity must be presented with and without the proposed project and demand shall be based on square footage of development and regional consumption rates.

#### G. ENERGY

1. Issue: Would the proposal result in the use of excessive amounts of fuel or energy?

Describe the anticipated energy usage of the proposed project, and any energy conservation design features that would be used to reduce energy consumption over standard building designs.

## H. WATER CONSERVATION

1. Issue: Would the proposed project result in the use of excessive amounts of water? Would the landscaping be primarily drought tolerant?

Describe how the project would minimize water usage on-site, and if the landscaping proposed would be primarily drought tolerant to ensure limited water usage for landscaping. The project must comply with the City of San Diego Landscape Standards, and any community plan landscaping requirements.

## I. PALEONTOLOGY

1. Issue: Would the proposal impact a unique paleontological resource or site?

The project site is located within the Lindavista formation, which is known to be fossiliferous and having a moderate potential for recovery of paleontological resources in the project area. Although previous grading and infrastructure improvements have disturbed a good portion of the site, the EIR should address the potential for the presence and collection of important paleontological resources within the excavations proposed on site. A paleontological monitoring program would be included in the MMRP for the construction phase of the project, if applicable.

## J. CONSTRUCTION EFFECTS

1. Issue: Would the proposal result in substantial traffic delays, parking loss or pedestrian circulation disruption caused by road and sidewalk closures/detours/narrowing that could temporarily affect off-site roads, sidewalks and parking supply?
2. Issue: Would the proposal result in a significant increase in the existing ambient noise levels during project construction that would result in the exposure of people to noise levels which exceed the City's adopted noise ordinance?
3. Issue: Would the proposal cause a substantial, short-term degradation of any public viewing areas?
4. Issue: Would the proposal cause excessive levels of fugitive dust that would be considered a nuisance to adjacent uses?

Construction of the Master Plan site improvements would occur over an estimated 15- to 20-year period and has the potential to disrupt existing circulation patterns and affect local residents and businesses. The EIR should address the nuisance-level impacts expected during the construction phase of the project, including effects on traffic/transit

service, pedestrian circulation, parking, ambient noise levels, public viewing areas and dust levels. Consideration should be given to truck haul routes and staging areas and their proximity to adjacent uses. The analysis should identify measures to minimize the construction phase effects of the project.

### III. MANDATORY DISCUSSION AREAS

A. In accordance with CEQA Section 15127, the EIR must include a discussion of the following issue areas:

1. Any significant, irreversible environmental changes which would be involved in the proposed action should it be implemented;
2. Growth-inducing impacts of the proposed action; and
3. Effects not found to be significant.

### IV. CUMULATIVE EFFECTS

When this project is considered in conjunction with the ultimate build-out of the University Community, the proposed project could result in significant environmental changes that are individually limited but cumulatively considerable. Therefore, in accordance with CEQA Section 15130, potential cumulative impacts should be discussed in a separate section of the draft Environmental Impact Report (EIR). This section should include all existing and pending development proposals, including those undergoing review with the Development Services Department. Include a discussion of potential cumulative impacts to neighborhood characteristics/aesthetics, transportation/circulation, hydrology/water quality, and air quality.

### V. ALTERNATIVES

The EIR should place a major emphasis on reasonable alternatives to the proposal that would avoid or mitigate identified significant environmental impacts. Each alternative should be discussed in detail and the analysis should address all environmental issues assessed for the proposed project in a comparative manner. The alternatives analysis should be conducted in sufficient graphic and narrative detail to clearly assess the relative level of impacts and feasibility. Preceding the alternatives analysis should be a section entitled "Alternatives Considered But Rejected" which would include a brief discussion of preliminary alternatives that were considered but found to be infeasible. This discussion should also disclose why they were rejected. At a minimum, the following four alternatives should be included in the EIR:

A. No Project Alternative

This alternative should address the feasibility of retaining the site in its current state, and the effects of not constructing the proposed shopping center expansion and transit improvements.

B. No Office Use Alternative

This alternative should address a reduced project alternative that includes the construction of the retail/entertainment uses and the multi-family residential and/or hotel uses with up to 1,000 multi-family units, with no commercial office space.

C. Reduced Residential Alternative

This alternative would reduce the number of residential units to 500 (multi-family and hotel) instead of 1,000, and would include 250,000 square feet of commercial office space.

D. No Hotel Alternative

This alternative would allow 750 multi-family units only, with no hotel and no allowance for an additional 250 residential units.

E. Relocated Parking Garage Alternative

This alternative would reduce the size of the parking garages located adjacent to Genesee Avenue and La Jolla Village Drive, and increase or add parking garages at less visible areas of the shopping center, including, for example, the area near the ice skating rink, and any other potentially feasible locations.

F. Off site Alternative Location

This alternative should address the issue of proposing Master Plan and Site Development Permit improvements at another regional shopping center in the City of San Diego that is owned by Westfield Corporation.

If, through the environmental analysis process, other alternatives become apparent which would mitigate potentially significant impacts, these should be discussed with EAS staff prior to including them in the EIR. It is important to emphasize that the alternatives section of the EIR should constitute a major part of the report. The timely processing of the environmental review will likely be dependent on the thoroughness of effort exhibited in the alternatives analysis.

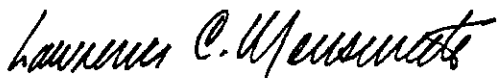
Based on the issues identified in this scoping letter, it may be possible to avoid and/or reduce all

significant impacts to acceptable levels through project redesign and agreement on what constitutes adequate mitigation. If this can be accomplished, then an EIR may not be necessary. However, in the event that such agreement cannot be reached, then the EIR should be prepared in draft form by a consultant of your choice, based on the scope of work determined by this office. It is important to note that timely processing of your project will be contingent in large part on your selection of a well-qualified consultant. Prior to starting work on the EIR, a meeting between the consultant and EAS will be required to discuss and clarify the scope of work.

If a screencheck draft EIR is not submitted to EAS for review within 30 days of the date of this letter, the application processing timeline will be held in abeyance until the report has been provided.

Please submit an additional \$7,500.00 deposit with the submittal of the draft EIR. Actual cost of the City staff's work on your project EIR will be accounted for against this deposit. Should you have any questions please contact the environmental analyst, Martha Blake at (619) 446-5375.

Sincerely,



Lawrence C. Monserate, Environmental Review Manager  
Assistant Deputy Director  
Development Services Department

Enclosures

cc: Mike Westlake, Development Project Manager  
Ann Gonsalves, Transportation Development  
Anne Lowry, Development Services Department  
HELIX Environmental Planning, Inc., Kim Baranek  
Stephenson Worley Garratt Schwartz Garfield & Praire, Don Worley  
Janay Kruger



**UNITED STATES MARINE CORPS**  
MARINE CORPS AIR BASES WESTERN AREA MIRAMAR  
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SAN DIEGO, CA 92145-2001

11103.17  
G-5/41-1059(2)  
July 16, 2002

CITY OF SAN DIEGO  
PLANNING AND DEVELOPMENT REVIEW  
ATTN LAWRENCE MONSERRATE  
1222 FIRST AVENUE MS 302  
SAN DIEGO CA 92101

RE: UNIVERSITY COMMUNITY PLAN; NOTICE OF PREPARATION OF A DRAFT  
ENVIRONMENTAL IMPACT REPORT FOR THE UNIVERSITY TOWNE  
CENTER, LDR NO. 41-1059 (FORMERLY PROJECT NO. 2214)

Dear Mr. Monserrate,

This is in response to the Notice of Preparation of a Draft  
Environmental Impact Report, which addresses commercial and  
residential construction within the University Community  
Planning area.

The proposed site is contained within the "Miramar Airport  
Influence Area" identified in the 1992 Comprehensive Land Use  
Plan (CLUP) for Miramar and will be affected by operations of  
military fixed and rotary-wing aircraft transiting to and from  
Marine Corps Air Station (MCAS) Miramar. The project is  
transected by the adopted and projected 60-65 dB Community Noise  
Equivalent Level (CNEL) noise contours for Miramar operations.  
Due to the location of this project in relation to Miramar  
Flight Corridors, we recommend attenuation for residential  
structures to reduce interior noise levels. The location is  
affected by the Julian and Seawolf Departure, Ground Controlled  
Approach (GCA) Box Pattern and Field Carrier Landing Practice  
patterns for fixed-wing operations. In addition, this location  
is affected by the Seawolf and GCA Box Pattern Flight Corridors  
for helicopter operations.

Occupants will routinely see and hear military aircraft and  
experience varying degrees of noise and vibration.  
Consequently, we are recommending full disclosure of noise and  
visual impacts to all initial and subsequent purchasers,  
lessees, or other potential occupants.

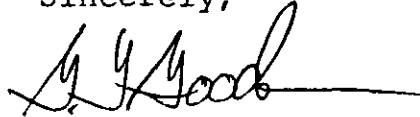
Normal hours of operation at MCAS Miramar are as follows:

Monday through Thursday	7:00 a.m. to 12:00 midnight
Friday	7:00 a.m. to 6:00 p.m.
Saturday, Sunday, Holidays	8:00 a.m. to 6:00 p.m.

MCAS Miramar is a master air station, and as such, can operate 24 hours per day, 7 days per week. Fiscal and manpower constraints, as well as efforts to reduce the noise impact of our operations on the surrounding community, impose the above hours of operation. Circumstances frequently arise which require an extension of these operating hours.

Thank you for the opportunity to review this land use proposal. If we may be of any further assistance, please contact Ms. Rhonda Benally at (858)577-6603.

Sincerely,

A handwritten signature in dark ink, appearing to read 'G. L. Goodman', with a long horizontal flourish extending to the right.

G. L. GOODMAN  
Colonel, U.S. Marine Corps  
Chief of Staff

**DEPARTMENT OF TRANSPORTATION**

DIVISION OF AERONAUTICS – M.S.#40

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*Flex your power!  
Be energy efficient!*

August 13, 2002

Ms. Martha Blake  
City of San Diego  
1222 First Avenue, MS-501  
San Diego, CA 92101

Dear Ms. Blake:

Re: *City of San Diego's Notice of Preparation (NOP) of a Draft EIR for the  
University Towne Center; SCH# 2002071071*

The California Department of Transportation (Department), Division of Aeronautics, reviewed the above-referenced document with respect to airport-related noise and safety impacts and regional aviation land use planning issues pursuant to CEQA. The following comments are offered for your consideration.

The proposal is for the redevelopment of an existing shopping center with an additional retail and entertainment area, 750 multi-family residential dwelling units, commercial office space, a 250-room hotel and parking structures. The project area is west of the Marine Corps Air Station (MCAS) Miramar within the Approach Departure Surface 50:1 Slope for Runways 6L-24R and 6R-24L.

Depending on structural heights, the proposal may require a Notice of Proposed Construction or Alteration (enclosed Form 7460-1) by the Federal Aviation Administration (FAA) pursuant to Federal Aviation Regulations Part 77. For information concerning the enclosed obstruction evaluation, the applicant should be advised to contact the FAA Western-Pacific Region Office at the address on the form.

The need for compatible and safe land uses near airports in California is both a local and a state issue. Along with protecting individuals who reside or work near an airport, the Division of Aeronautics views each of the 250 public use airports in California as part of the statewide transportation system, which is vital to the state's continued prosperity. This role will no doubt increase as California's population continues to grow and the need for efficient mobility becomes more crucial. We strongly feel that the protection of airports from incompatible land use encroachment is vital to California's economic future.



These comments reflect the areas of concern to the Department's Division of Aeronautics with respect to airport-related noise and safety impacts and regional airport land use planning issues. We advise you to contact our district office concerning surface transportation issues.

Thank you for the opportunity to review and comment on this proposal. If you have any questions, please call me at (916) 654-5314.

Sincerely,

  
SANDY HESNARD  
Aviation Environmental Planner

Enclosure

c: State Clearinghouse, MCAS Miramar, San Diego County ALUC/SANDAG

**DEPARTMENT OF TRANSPORTATION**

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August 16, 2002

11-SD-805  
PM 24.44  
(KP 39.10)  
SCH 2002071071

Ms. Martha Blake  
City of San Diego  
Development Services Department  
1222 First Avenue, MS 501  
San Diego, CA 92101

Dear Ms. Blake

RE: City of San Diego's University Towne Center Site Development Permit/Planned Development Permit and Community Plan Amendment – Notice of Preparation (NOP) for a Draft Environmental Impact Report (EIR)-LDR No. 41-1059/PTS No. 2214

The Department of Transportation (Department) appreciates the opportunity to comment on the NOP for a Draft EIR for the proposed expansion of the University Towne Center (UTC). Our comments are listed under broad categories, with the more specific ones listed last.

**Community Planning**

The Department recognizes that there is a strong link between transportation and land use. Growth and development can have a considerable impact on traffic and congestion on State transportation facilities. In particular, the pattern of land use can affect both total vehicle miles traveled and the number of trips per household. The challenge is to improve the mobility of San Diegans while at the same time enhancing the quality of life in neighborhoods and communities.

The manner in which land is developed can have a significant effect on the viability of alternative transportation options. The Department supports a "smart growth" concept which includes compact, mixed-use centers designed at a human (pedestrian / bicycle) scale enabling residents and visitors to achieve a high level of mobility. This "smart" vision is represented in the City of San Diego's Strategic Framework Element Growth Strategy -- the "City of Villages." The Department encourages the City to incorporate residential densities which will support transit and other modes. According to the City of Villages Statement of Overriding Considerations: "The proposed Strategic Framework Growth Strategy will better support improved transit service, walkability, and reduced auto dependence than the planned densities and types of transportation improvements anticipated with approved community plans" (page 4).

In order to create a more efficient and livable community in the UTC area, the Department encourages the City of San Diego to work towards a local jobs-housing balance and a safe, functional, interconnected, multi-modal circulation system integrated with "smart growth" type land use planning. According to the City's Final EIR, "The proposed growth strategy would result in intensified mixed-use village centers with attached homes and commercial and employment uses" (Final EIR, page i). Mixed uses are important in order to enable people to live, work, and shop in the neighborhood while creating an around the clock human presence which leads to a walkable urban character. Balancing the demand for housing and employment at a community scale also enables residents to live and work in the same area, potentially decreasing demand on inter-regional transportation facilities.

The expansion plans for UTC propose 750,000 square feet of additional retail uses, 250,000 square feet of commercial space and potentially 1,000 new residential units. However, the Master Development Plan is intended to be developed over a 15-20 year time period. The Department encourages the City to develop the UTC area as a truly mixed-use project, with a variety of land use designations constructed concurrently to encourage multi-modal trips and also to allow for appropriate transportation mitigation to occur in a timely manner, as appropriate.

As envisioned in the City of Villages plan, the UTC area should act as a Village Center area providing convenient access to jobs, housing, and services for residents and visitors. According to the City of Villages Statement of Overriding Considerations: "Mixed use villages would combine commercial, office, public, and residential uses to become neighborhood centers accessible by foot, bicycle, and transit. These centers would be linked to an expanded network of improved transit services" (page 4). UTC should be linked to other Village Centers and destinations by safe and convenient transit service, enabling people to achieve a high degree of mobility without over-reliance on a particular mode of travel.

Appropriate urban design is crucial in the creation of livable, walkable communities. One feature of "smart" development is the placement of buildings oriented to a street or transit stop instead of to a parking lot, in order to encourage walkability. For the UTC area, the Department encourages the City to implement the City of Villages strategy which "calls for a convenient, efficient, and attractive multi-modal transportation system in which pedestrians, bicycles, and transit vehicles are accommodated in addition to automobiles. This system would improve mobility for San Diegans by providing competitive, even preferred, alternatives to the automobile for many trips in the region. To realize this vision, transportation and land use planning must be closely linked. This includes retrofitting and redeveloping portions of existing neighborhoods that are not easily navigated by pedestrians, bicycles, and transit vehicles" (Draft General Plan Strategic Framework Element, page 20).

The need for parking should also be documented. Rather than relying on standard parking requirements for the proposed land uses, an assessment of local trip capture, pedestrian access, and transit ridership should be factored into the need for parking. Shared parking for nearby compatible uses can reduce the need for large parking lots which disrupt the desired walkable urban fabric.

Given the importance of mobility options, the EIR should provide an assessment of how various transportation options will be incorporated into the project. Specifically, pedestrian and bicycle access to and through the development should be provided and transportation demand management (TDM) strategies such as carpool and vanpool formation and parking addressed as well. The Department encourages the City to incorporate ideals from the City of Villages vision: design features and siting which encourage walking and bicycling, vastly expanded public transit options, accessibility for children, the elderly, and persons with disabilities, and transit priority measures to make travel times competitive with the automobile.

### **Transit**

The Metropolitan Transit Development Board (MTDB) is currently working on the Mid-Coast Strategic Transportation Study. The primary objective of the study is to identify transportation issues and needs within the Mid-Coast Corridor and recommend transportation improvements, including planned transit projects that support and refine the adopted Transit First strategy and other circulation and operational improvements as required. The study will include a phased implementation strategy so that identified projects can be included into SANDAG's Regional Transportation Plan, the City of San Diego's City of Villages and land-use planning activities for the City of San Diego.

The UTC mall is included in the study area and has been identified as a key destination of travel and hub for transit services for the entire area. The study anticipates development of both regional and local transit services that would make connection at a new and improved transit center at UTC. MTDB has already been engaged in discussion with Westfield Corporation (owner of UTC) and the City of San Diego regarding the need for closely integrating transit facilities and service into the development plan for UTC. With the development of UTC and the dramatic modification and enhancement of transit services in the University City area a unique opportunity exists to more closely link transportation and land-use planning.

### **Los Angeles-San Diego Passenger Rail Corridor**

The Los Angeles to San Diego Rail Corridor is the rail alignment used by AMTRAK, Metrolink, Coaster and Burlington Northern Santa Fe connecting Downtown Los Angeles and Downtown San Diego. This corridor is part of the Los Angeles-San Diego-San Luis Obispo (LOSSAN) intercity passenger rail corridor, the second busiest passenger rail corridor in the nation.

The San Diego to Los Angeles portion of this corridor is the subject of a study being jointly conducted by the California High Speed Rail Authority, Caltrans and the Federal Railroad Administration. This rail segment is being studied for double track improvements that could benefit the existing operations in the corridor as well as serve as a feeder to the proposed Statewide High Speed Rail line.

One of the improvements to be studied is a tunnel through Miramar hill to replace the Rose Canyon track section of the railroad for passenger rail. Two alignments are proposed, one beneath Interstate Route 5 from the Sorrento Valley to near Gilman Drive and the other beneath Genesee Avenue, with a station under the La Jolla Village Drive/Genesee Avenue intersection.

If either of these tunnel alignments is selected, it could offer a significant new modal connection to the University City area, which would impact the UTC project. It is suggested that the proponent investigate the connections that could be made between the two projects. The location of the proposed relocated and expanded bus transit center and dedication of land for future transit services should consider close connections to the proposed rail station.

These studies are on an aggressive time schedule, with a completion date for the HSRA Draft Program Environmental Impact Report/Environmental Impact Study of Spring of 2003. The Department will follow up with a similar document relating to existing services later in that year.

### **Congestion Management Plan**

Of primary concern is how the impacts from this project will affect the freeway system. Both Interstate Routes 5 & 805 (I-5 and I-805) and State Route 52 (SR-52) provide regional access to UTC. All three freeways currently suffer from recurrent and nonrecurrent congestion. With additional development of UTC it is anticipated that all three freeways will see additional demand. The Regional Transportation Plan (RTP) and the Regional Transportation Improvement Program (RTIP) document how transportation facilities in the San Diego region are planned to be implemented. The EIR should document clearly the phased implementation of the RTP and RTIP with the phased implementation of the UTC Master Plan. In order to assure sound transportation and land use coordination, the development of additional land use intensification that affects the local and regional circulation system needs to be implemented subject to the development of appurtenant transportation projects. Close staged development of transportation and land use is necessary to assure continued high mobility for San Diegans.

The Department notes the NOP's acknowledgement of the relationship of this project to the Congestion Management Program (CMP). SANDAG is in the process of updating the CMP, with a draft report distributed for public comment in August 2002. The Update is proposed for adoption at the September 2002 Board meeting. One of the major changes in focus in this Update is the "100% mitigation goal". This goal proposes that 100% of all significant transportation impacts on the CMP roadway system be mitigated for all major redevelopment projects. This mitigation would occur through the development of a deficiency plan. The Update proposes a number of strategies for mitigation beyond widening the roadway. These would be reviewed and discussed as part of the deficiency plan.

The Update lists segments of the CMP roadway system that as of 2001, exceeded the CMP LOS standard of LOS E, along with the lead agency responsible for preparing the deficiency plans. Within the UTC area, the following segments are listed as exceeding the standard, along with the lead agency:

- I-805 from SR-52 to La Jolla Village Drive, SANDAG
- SR-52 from I-805 to I-5, City of San Diego
- I-5 from Mission Bay Drive to Gilman Drive, City of San Diego

In addition, traffic from the UTC expansion may cause the following segments to drop below standard. The project traffic study should document the project's impacts on these segments, and if required, include these segments within the deficiency plans. Even if these segments individually meet standards, it may be appropriate to include them in the deficiency plan, as their operations are integral to the already below standard segments:

- I-805 from La Jolla Village Drive to Mira Mesa Blvd., City of San Diego
- I-5 from Gilman Drive to I-805, City of San Diego

The lead for the plan is responsible for resourcing and preparing the deficiency plan. The Department, as owner operator of the facility, will oversight the development of the plan to ensure it addressees the impacts to the State highway system in the vicinity and meets appropriate highway standards. The plan needs to contain improvements to ramps and their connections to city streets, where appropriate. The plan should not assume that metered on-ramp flow rates would necessarily be higher in the future.

### **Traffic Study and Project Phasing**

Given the mix of land-uses and the development of additional high frequency transit services, the EIR should document how the implementation of new transportation and land uses will support each other. In addition, methodologies documenting the anticipated mode split for trip making to and from UTC should be documented. It is anticipated that, given the mix of uses, internal trip capturing would be more pronounced than traditional development. Pedestrian connections to surrounding land uses should also reduce local auto trip making. Most importantly, given new regional and local transit services, greater mode share for transit is also anticipated.

Reduced auto trips based on mixed uses, transit availability and TDM techniques should be clearly documented.

Connections to the local circulation system should also be clearly documented. The local circulation system will be asked to carry more trips. Effects on the Level of Service on individual road segments and intersections should be clearly documented based on the phased implementation proposed. Improvement to the circulation system should be documented based on when the improvements are needed and how they will be related to the development.

The Department notes that the NOP calls for the traffic study for the EIR to document the phased implementation of the project. It should also include the transportation projects that will serve UTC at each of those phases and any alternatives should be analyzed separately.

A monitoring program should be required, ensuring ongoing assessments to validate that the auto trip rates are what the traffic study projected. If the proposed phasing, transit facilities or other factors do not materialize sufficiently for auto travel rates to be held at projected levels, additional mitigation should be equivalent to the impacts of the higher auto trip rates to the highway system.

The phasing proposes most of the retail occurring first, the residential component spread evenly over the life of the project and the office portion slated for the final phase. The phasing of these components is key to the ability to capture internal trips and pass by trips. More of a balance between components throughout the entire project would contribute to a higher mode split and reduced auto trips.

### **Cumulative Impacts**

There have been a number of fairly large projects approved for the UTC area in the last few years. Notable amongst these are the La Jolla Commons and La Jolla Crossroads projects. Both of these projects were multiple use projects that each generated over 10,000 new auto trips per day. These and other projects have contributed additional traffic to the freeways and on and off ramps in the UTC area. Most of the projects did not include mitigation to the State facilities.

However, the impacts of the two projects noted above to the I-805/La Jolla Village Drive interchange were significant enough to cause the City to require the preparation of a Project Study Report for improvements to the interchange. These improvements should be coordinated with the cumulative impacts from these projects, the UTC expansion and other recent and proposed projects in the vicinity, and include the mainline of the freeway.

**Specific Comments:**

- The Department endeavors to maintain a target Level of Service (LOS) at the transition between LOS "C" and LOS "D" (see Appendix "C-3" of the Department Guide for the Preparation of Traffic Impact Studies, January 2001) on State owned facilities, including intersections. If an existing State owned facility is operating at less than the appropriate target LOS, the existing measures of effectiveness (MOE) should be maintained.
- If an intersection is currently below LOS C, any increase in delay from project generated traffic must be analyzed and mitigated. Analysis of the intersections shall be done using intersecting Lane Vehicle (ILV) calculations as per the Highway Design Manual (HDM), Section 406, page 400-21.
- The Traffic Impact Analysis must include the analysis of impacts of all I-5, I-805, and SR-52 ramp intersections in the vicinity of the project.
- The Traffic Impact Analysis must use traffic data from the Department's latest District 11 Traffic Volumes to analyze the Level of Service at all State owned facilities and mainline freeways.
- If traffic impacts from this project are identified as significant, then the Department supports the concept of a "fair share" contribution from the developer for future interchange improvement projects and/or other mitigation measures.
- The NOP indicates that the EIR for the project will discuss the potential for impacts to freeway segments and ramps on I-5 and I-805. If the analysis reveals that improvements will be needed within the right of way for I-5 or I-805, then the developer will be required to assess the environmental impacts of any such improvements and to obtain an encroachment permit for the work within the Department right of way.
- The developer is responsible for quantifying the environmental impacts of the improvements within the Department right of way (project level analysis) and identifying and completing appropriate mitigation measures for these impacts. The developer will also be responsible for procuring any necessary permits or approvals from the regulatory and resource agencies for the improvements within the Department right of way.
- The encroachment permit process will proceed most efficiently and expeditiously if the EIR for the project addresses the impacts within the Department right of way.

Again, the Department appreciates the opportunity to comment on the NOP. If you have any questions, please call me at (619) 688-6954.

Sincerely,



BILL FIGGE, Chief  
Development Review and Public Transportation Branch

## NATIVE AMERICAN HERITAGE COMMISSION

915 CAPITOL MALL, ROOM 364  
SACRAMENTO, CA 95814  
(916) 653-4082  
(916) 657-5390 - Fax



August 1, 2002

Martha Blake  
City of San Diego  
1222 First Avenue, MS-501  
San Diego, CA 92101

RE: SCH# 2002071071 - University Towne Center, City and County of San Diego

Dear Ms. Blake:

The Native American Heritage Commission has reviewed the Notice of Preparation (NOP) regarding the above project. To adequately assess and mitigate project-related impacts on archaeological resources, the Commission recommends the following actions be required:

- ✓ Contact the appropriate Information Center for a record search. The record search will determine:
  - If a part or all of the area of project effect (APE) has been previously surveyed for cultural resources.
  - If any known cultural resources have already been recorded on or adjacent to the APE.
  - If the probability is low, moderate, or high that cultural resources are located in the APE.
  - If a survey is required to determine whether previously unrecorded cultural resources are present.
- ✓ If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
  - The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure.
  - The final written report should be submitted within 3 months after work has been completed to the appropriate regional archaeological Information Center.
- ✓ Contact the Native American Heritage Commission for:
  - A Sacred Lands File Check.
  - A list of appropriate Native American Contacts for consultation concerning the project site and to assist in the mitigation measures.
- ✓ Lack of surface evidence of archeological resources does not preclude their subsurface existence.
  - Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per California Environmental Quality Act (CEQA) §15064.5 (f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities.
  - Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans.
  - Lead agencies should include provisions for discovery of Native American human remains in their mitigation plan. Health and Safety Code §7050.5, CEQA §15064.5 (e), and Public Resources Code §5097.98 mandates the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.

Sincerely,

A handwritten signature in black ink that reads "Rob Wood".

Rob Wood  
Environmental Specialist III  
(916) 653-4040

CC: State Clearinghouse



1255 Imperial Avenue, Suite 1000  
San Diego, CA 92101-7490  
(619) 231-1466  
FAX (619) 234-3407  
July 17, 2002

AG 250.1 (PC 20220)

Ms. Anne Jarque  
City of San Diego, MS 501  
Development Services  
1220 First Avenue  
San Diego, CA 92101

Dear Ms. Jarque:

Subject: ENVIRONMENTAL IMPACT REPORT FOR THE UNIVERSITY TOWNE CENTRE  
EXPANSION PROJECT

This letter provides MTDB's comments on the forthcoming Environmental Impact Report (EIR) for the University Towne Centre (UTC) Expansion Project. UTC is an important location for existing and future transit services in the University City community. Currently, ten weekday bus routes serve UTC at the existing bus transit center, with two additional routes adopted for short-term implementation in MTDB's Short-Range Transit Plan (SRTP). Future bus service additions are identified in the Central Coastal Transit Development Study and SRTP. Additional service improvements may be planned as part of the Mid-Coast light rail transit (LRT) project (refinement studies are underway for the alignment of the route through the University City area).

MTDB considers the redevelopment of UTC as an opportunity to coordinate transit and land-use planning by concentrating development intensity around the transit center, designing the transit infrastructure as an integral component of the project, and achieving the transit priority measures needed to make transit a viable option for local residents and workers. The EIR for the project should address the project's response to this opportunity.




UTC will continue to be needed as a major bus transit center in the near term and long term (after completion of the Mid-Coast line). The developer should dedicate sufficient acreage on site for a transit center of 15 bus bays. The developer should also provide an irrevocable offer to dedicate land for an LRT or Transit First (bus rapid transit) station. Minimum station platform dimensions should be 360 feet in length and 100 feet in width to accommodate a standard shelter and passenger loading areas. The developer should provide an irrevocable offer to dedicate right-of-way for the future LRT or Transit First lines. Minimum width would be 35 feet for a level at-grade track area. The actual right-of-way needed depends on clearances, slope, and whether any retaining walls or other structures are required. Alignment options for the line include Genesee Avenue and La Jolla Village Drive.

The LRT station and bus transit center should be located adjacent to each other and within easy pedestrian access to the shopping center. Ideally, transit uses should be designed as an integral part of the development incorporated into a parking structure or commercial addition. This integration would save land area and allow for the common usage of elevators, ramps, and other facilities. The station should tie into the existing pedestrian bridge across La Jolla Village Drive to provide convenient transit access to the adjacent neighborhood. MTDB's alignment study will include a conceptual station design, which should be accommodated by the project.

Member Agencies:

City of Chula Vista, City of Coronado, City of El Cajon, City of Imperial Beach, City of La Mesa, City of Lemon Grove, City of National City, City of Poway, City of San Diego, City of Santee, County of San Diego, State of California

Metropolitan Transit Development Board is Coordinator of the Metropolitan Transit System and the  Taxicab Administration

Subsidiary Corporations:  San Diego Transit Corporation,  San Diego Trolley, Inc., and  San Diego & Arizona Eastern Railway Company

For personal trip planning or route information, call 1-800-COMMUTE or visit our web site at [sdcommute.com](http://sdcommute.com)

Ms. Anne Jarque  
July 17, 2002  
Page 2

The project should provide a transit-priority lane along both La Jolla Village Drive and Genesee Avenue to enable buses to bypass congestion on those major streets. The transit-priority lanes would provide entry into the project site with direct access to the transit station. The transit priority lane may later serve as the LRT right-of-way once construction of the Mid-Coast line has been completed.

We recommend that a shared-parking agreement be developed between Westfield Shoppingtown and MTDB to enable transit patrons to use a portion of the shopping center's parking during certain times of day. This arrangement would not increase the amount of parking required on site.

The development should incorporate transit-oriented design features to support the use of transit by employees and patrons of the project. These features would include breaking down the site into smaller, block-size parcels connected by public or private streets; fronting the buildings directly onto these streets; introducing a mix of uses - especially residential - to create a 24-hour activity node; integrating the site physically with surrounding land uses to promote pedestrian accessibility and visual continuity; and providing a public plaza adjacent to the planned transit station. Development of the site as a high-intensity urban node would take advantage of the tremendous investment in transit infrastructure planned for this community.

Finally, funding for transit improvements should be included in any traffic mitigation program that may be established for the project. Funding should be sufficient to cover the costs of building the station itself, the on-site rail improvements, and the ramps and/or tunnels needed to approach the grade of the on-site LRT/Transit First station.

Once again, we appreciate the opportunity to respond to the scoping letter and look forward to working with the City of San Diego and the developer to integrate transit into this significant commercial enterprise.

Sincerely,



Toni Bates  
Director, Planning and Development

JGarde  
L-JARQUE.MKIRSH

cc: Mike Westlake, Development Project Manager  
Cecilia Williams, University Community Planner



San Diego's Regional Planning Agency

401 B Street, Suite 800  
San Diego, CA 92101-4231  
(619) 595-5300  
Fax (619) 595-5305  
www.sandag.org

July 23, 2002

Ms. Martha Blake  
City of San Diego  
Development Services Department  
1222 First Street – Mail Station 501  
San Diego, CA 92101

RE: Notice of EIR Preparation – University Town Center

MEMBER AGENCIES

Cities of  
Carlsbad  
Chula Vista  
Coronado  
Del Mar  
El Cajon  
Encinitas  
Escondido  
Imperial Beach  
La Mesa  
Lemon Grove  
National City  
Oceanside  
Poway  
San Diego  
San Marcos  
Santee  
Solana Beach  
Vista  
and  
County of San Diego

ADVISORY MEMBERS

California Department  
of Transportation  
Metropolitan Transit  
Development Board  
North San Diego County  
Transit Development Board  
United States  
Department of Defense  
San Diego  
Unified Port District  
San Diego County  
Water Authority

Tijuana/Baja California/Mexico

Dear Ms. Blake:

Thank you for providing SANDAG the opportunity to comment on the above referenced project. As the Congestion Management Agency for the San Diego region, SANDAG is responsible for preparing and coordinating the implementation of a Congestion Management Program (CMP) for the region. One of the requirements of the CMP is that local jurisdictions implement a CMP Land Use Analysis Program requiring enhanced CEQA reviews for large projects. A large project is defined as:

*a project that upon completion would be expected to generate either an equivalent of 2,400 or more average daily vehicle or 200 or more peak-hour trips*

Attached for your use are the most current CMP guidelines for implementing the Land Use Analysis Program, including the enhanced CEQA review. SANDAG would request that when preparing the EIR for the above referenced project, that the City include the CMP requirements in the EIR scope.

Should you have any questions concerning our request or the CMP, please contact me at (619) 595-5369 or mor@sandag.org. We look forward to reviewing a copy of the draft EIR upon completion.

Sincerely,

MARIO R. OROPEZA  
Project Manager

MRO/ce

Attachment: CMP Land Use Analysis Program Excerpt

cc: Nan Valerio, SANDAG

## LAND USE ANALYSIS PROGRAM

This section includes a three-phased land use impact analysis program to improve the coordination between land use actions, transportation improvements, and air quality programs. The program draws to the maximum extent on the existing California Environmental Quality Act (CEQA) project review process and has been designed to be compatible with and complement the Regional Growth Management Strategy (RGMS) and the air quality indirect source review program proposed in SANDAG's adopted Transportation Control Measures Plan. The three-phased process includes 1) an enhanced CEQA review of large projects by the local jurisdiction/project sponsor to insure traffic analysis and mitigation for project impacts to the regional transportation system including state highways, the regional arterial system, and transit routes, 2) a regional cumulative analysis of all projects by SANDAG through the Regional Growth Forecast/Regional Transportation Plan process, and 3) the development in the 1992 CMP Update of specific project design guidelines that would support alternative travel modes.

One of the major purposes of the land use analysis program is to reduce congestion through the attainment of traffic level of service and transit performance standards. Emphasis should be provided on those programs that can attain the traffic LOS standards by methods other than traditional roadway construction and widening. The project design and mitigation programs should maximize alternatives to the single occupant automobile by providing improved accessibility for pedestrians, ridesharing, transit, and bicyclists. Transit oriented design should be emphasized where appropriate to reduce trip generation and congestion through such factors as increased densities around transit stations, mixed residential and employment centers, aggressive TDM trip reduction programs, and, site design and street layouts that promote pedestrian activities. The programs should also be consistent with and support the expeditious implementation of the region's air quality transportation control measures (TCM's).

### Enhanced CEQA Review Process for Large Projects

Prior to local discretionary action(s) all large projects are currently reviewed through the CEQA process to determine and mitigate their impacts on the environment. This program element would be an enhancement of the traffic analysis conducted through the CEQA process for large projects to insure appropriate analysis and mitigation for project impacts to the regional transportation system including the CMP system traffic level-of-service (LOS) and transit performance standards. The process also provides for early project consultation initiated by the project applicant or lead public agency with those public agencies whose regional transportation facilities could be impacted by the projects.

**CMP Large Project Definition.** The enhanced CEQA review process described in this section would apply to any large project that upon its completion would be expected to generate either an equivalent of 2,400 or more average daily vehicle trips or 200 or more peak-hour vehicle trips. The estimated traffic generation for the proposed project should be identified as part of the CEQA Initial Study process or at any other appropriate project development and approval stage. SANDAG's "Brief Guide of Vehicular Traffic

Generation Rates for the San Diego Region" (Appendix E) may be used by the local jurisdiction/project applicant to assist in estimating the weekday and peak-hour traffic generation of the proposed project. In determining whether a proposed project meets the large project traffic generation threshold, the local jurisdiction/project applicant should also consider the application of reduced vehicle trip generation rates for mixed-use projects incorporating innovative transit/pedestrian oriented design features.

The CMP large project definition as stated above reflects a project size whose traffic generation could have a noticeable influence on the traffic level of service of the designated CMP system. Currently, both CEQA guidelines and the "Memorandum of Understanding for Notification of Land Use and Development Actions by County of San Diego and the Cities" identify significant or regional projects that generate about 5,000 or more average daily vehicle trips. While use of the recommended lower traffic generation threshold to define a CMP large project would result in project analysis and mitigations for more projects, it could also generate additional local agency analysis time and costs. The CMP large project definition will need to be reviewed in future CMP Updates to determine whether it should be revised to apply to more or fewer projects.

**Projects Requiring Enhanced CEQA Review.** The enhanced CEQA process will apply to any large project meeting the above definition that is subject to a local discretionary action including those large projects that conform to adopted community plans except as provided in this paragraph. This includes large projects that may have already been reviewed under CEQA but require additional local discretionary actions. Any projects that have already been reviewed under CEQA do not require further review for CMP purposes unless they require additional local discretionary actions. The enhanced CEQA review process shall not apply to any proposed developments specified in a development agreement entered into prior to July 10, 1989 [CGC 65089.6]. Also, a large project meeting the above definition may be brought before a local jurisdiction on more than one occasion for a discretionary action. Once a large project is reviewed under the enhanced CEQA process it does not have to undergo further enhanced CEQA review as long as the project remains substantially unchanged. For example, if a large project has been reviewed as part of an overall master plan it would not necessarily require another enhanced CEQA review at a subsequent specific plan project approval stage if there have been no significant changes to the project since the earlier review. The local jurisdiction approving the project shall determine if a project requires a subsequent enhanced CEQA review or has been adequately reviewed under a prior action.

In order to conform to the Congestion Management Program requirements, each local agency must adopt and implement a land use analysis program. The initial local agency conformity determination with the CMP will be made in October 1992, as part of the 1992 CMP Update. This will allow up to a one year phase-in of the CMP land use analysis program thereby providing local agencies with adequate time to adopt or revise their land use analysis process. The phase-in period will also provide a transition time for "pipeline" projects now under development or review to meet the new CMP land use analysis procedures. It will be up to each local agency to determine how best to handle any

pipeline projects during the phase-in period. The CMP land use analysis program should be fully implemented by October 1992.

**Content of Enhanced CEQA Review.** Any projects meeting the above CMP large project definition shall include as part of the enhanced CEQA review the following information:

- a. A traffic analysis to determine the project's impact on the regional transportation system. The regional transportation system includes all the state highway system (freeways and conventional state highways) and the regional arterial system identified in SANDAG's most recent Regional Transportation Plan (RTP). The regional transportation system includes all of the designated CMP system.
- b. The traffic analysis shall be made using the TRANPLAN computer traffic model or any other computer traffic model approved by SANDAG for CMP traffic analysis purposes. The traffic analysis shall also use SANDAG's most recent Regional Growth Forecasts as the basic population and land use database.
- c. The traffic analysis should acknowledge that standard trip generation estimates may be overstated when a project is designed using transit-oriented development design principles. Trip generation reductions should be considered for factors such as: focused development intensity within walking distance to a transit station; introduction of residential units into employment centers; aggressive Transportation Demand Management programs, and site design and street layouts which promote pedestrian activities.
- d. The project analysis shall include an estimate of the costs associated with mitigating the project's impacts to the regional transportation system. The estimate of any costs associated with the mitigation of interregional travel (both trip ends outside the county) shall not be attributed to the project. Credit shall be provided to the project for public and private contributions to improvements to the regional transportation system. The local jurisdiction shall be responsible for approving any such credit to be applied to a project. The credit may be in any manner approved by the local jurisdiction including donated/dedicated right-of-way, interim or final construction, impact fee programs, and/or monetary contributions. Monetary contributions may include public transit/ridesharing/trip reduction program support and air quality transportation control measure funding support.

**Project Approval Process.** As part of the project approval process the local jurisdiction shall consider the information provided through the enhanced CEQA review including the following considerations:

- a. Prior to taking any discretionary project approval action(s) the local jurisdiction shall insure that the project includes all appropriate local planning and project mitigations to attempt to achieve the Regional Growth Management Strategy (RGMS) traffic level-of-service objective (LOS "D"). The local jurisdiction may adjust the RGMS-

LOS objectives on specific roadways or intersections where appropriate mitigation measures have been applied to minimize impacts and/or overriding social or economic benefits can be identified. The CMP traffic level-of-service standard (LOS "E") may not be lowered on any designated CMP system route. However, a local jurisdiction may develop and adopt the state required CMP Deficiency Plan for individual CMP roadway sections that might fall below the CMP-LOS traffic standard.

- b. Prior to taking any discretionary project approval action(s) the local jurisdiction shall insure that the project includes all appropriate local planning and project mitigations to attempt to achieve the RGMS and CMP transit performance standards including bus and rail transit service frequency and routing.

**Early Project Coordination.** The local jurisdiction/project applicant shall provide early project consultation with SANDAG (Areawide Clearinghouse, Regional Transportation Planning Agency, Congestion Management Agency), the San Diego Air Pollution Control District (APCD), and other affected public agencies as defined in this section for the purpose of obtaining information concerning the project's impact on the regional transportation system. Any adjacent jurisdiction(s) shall be consulted if the project site is located within five (5) miles of a regional arterial system route located within the adjacent jurisdiction. The MTDB and/or NCTD shall be consulted if the project site is located within five (5) miles of a bus route, or within ten (10) miles of a rail transit facility. CALTRANS shall be consulted if the project site is located within ten (10) miles of a freeway or other conventional state highway. SANDAG and any of the affected public agencies shall be provided with copies of environmental documents pertaining to the project. The CMP early project coordination applies to CMP "large projects" only. There is no prescribed or additional time for this review and the overall review time is set by each lead agency.

#### **SANDAG Regional Cumulative Traffic Analysis of all Projects**

SANDAG shall undertake as part of the Regional Growth Forecasts/Regional Transportation Plan(RTP) development and update process a regional cumulative traffic analysis of all projects. This analysis would determine the cumulative traffic impacts of all project approval actions on the regional transportation system and the CMP traffic level-of-service and transit performance standards. The analysis would be provided to local agencies to assist in the identification of needed CMP Capital Improvement Program (CIP) projects and in the programming and funding of Regional Transportation Improvement Program (RTIP) projects.

- a. As part of the Regional Growth Forecast development and update process, local jurisdictions shall provide SANDAG with information concerning all project approval actions necessary to update the Regional Growth Forecasts and regional transportation model database. That information shall be provided to SANDAG in the manner and form established as part of the Regional Growth Forecast update and review process for local jurisdiction information.

- b. With each update of the Regional Transportation Plan (RTP), SANDAG shall conduct a base year traffic analysis and both ten- and twenty-year traffic forecasts using the most recent Regional Growth Forecast information. That traffic analysis shall include the cumulative traffic impacts of the Regional Growth Forecasts on the regional transportation system including the CMP traffic level-of-service and transit performance standards.
- c. SANDAG, local jurisdictions, and other affected public agencies shall use the cumulative traffic impact analysis provided through the Regional Transportation Plan process in the identification of needed regional transportation system improvements or revisions and in any subsequent project approval actions. The information can be used to determine the need and timing for the preparation of CMP Deficiency Plans.

### New Project Design Guidelines

There are a number of efforts being undertaken in the region to help insure that major projects incorporate designs to support alternative travel modes to the single-occupant automobile. These efforts are largely based on the development of policies and project design requirements to provide improved accessibility for pedestrians, ridesharing, transit, and bicyclists. This program element would include the development of "model" new project design guidelines as part of the 1992 Congestion Management Program (CMP) update. The new project design guidelines will be developed in concert with the San Diego Air Pollution Control District's (APCD) Indirect Source Review program which is an element of the 1991 San Diego Regional Air Quality Strategy. APCD's current schedule is to release a proposed indirect source program in late 1992, with program development and implementation completed by 1994.

- a. SANDAG shall develop for inclusion in the 1992 CMP Update "model" new project design guidelines to provide improved accessibility for pedestrians, ridesharing, transit, and bicyclists. The guidelines shall be prepared and reviewed through the Regional Growth Management Technical Committee and the Regional Transportation Advisory Committee. The recommended "model" guidelines shall consider as a minimum the following information and reports:
  - "Mode Enhancement Through Land Use Design" Report, County of San Diego DP&LU,
  - Land Guidance Program of the City of San Diego's Mobility Program,
  - "Transit Design Guidelines" currently under preparation by the San Diego Metropolitan Transit Development Board (MTDB),
  - "Working Together: Transit Planning for North County Project Development" and "Design Outlines for Bus Facilities", by the North County Transit District (NCTD),
  - APCD's current Indirect Source Review program that includes development of a guidebook regarding land use planning techniques to reduce air pollution and save energy.



- b. Each local jurisdiction shall consider the "model" new project design guidelines as described above to determine compatibility with any similar design guidelines now in local General Plans. Local agencies shall be encouraged to adopt the "model" new project design guidelines or similar guidelines as part of the General Plan Circulation/Transportation Element or an Air Quality Element.

## CMP DEFICIENCY PLANS

The CMP statutes require that local jurisdictions conform to the Congestion Management Program including the traffic level of service (LOS) standards described in Chapter 1. The statutes also include a process whereby a local jurisdiction may designate individual segments or intersections on the CMP roadway system as being deficient if they do not meet the CMP level-of-service standards. Chapter 1 establishes the CMP level-of-service standard to apply to roadway sections usually containing more than one signalized intersection. By designating a roadway section as deficient and preparing and implementing a CMP deficiency plan that improves systemwide traffic level of service and air quality, a local jurisdiction would still conform to the CMP if the level-of-service on that designated section were to fall below the CMP standard.

Prior to designating a CMP roadway section as deficient, a local jurisdiction must develop and adopt, at a noticed public hearing, a CMP Deficiency Plan including the elements defined in the CMP statute [CGC 65089.3(b)]. The local jurisdiction shall then forward its adopted deficiency plan to SANDAG as the CMA. Within 60 days of receiving any deficiency plan(s), SANDAG shall hold a noticed public hearing regarding adequacy of the deficiency plan. Following the hearing, SANDAG shall either accept or reject the deficiency plan in its entirety, but shall not modify the plan. If the deficiency plan is rejected, SANDAG shall notify the local jurisdiction of the reasons for that rejection.

The CMP statutes make the cities and County responsible for the preparation and adoption of any required deficiency plans for those portions of the CMP system within the local jurisdiction's boundaries, including both state highways and CMP principal arterials. However, the development of the deficiency plan will require the consultation and cooperation of all affected agencies especially for state highway facilities. Any adjacent jurisdiction(s) whose actions are determined to be part of the cause of the deficiency must be involved in the deficiency plan development process and share in correcting the deficiency or participate in any alternative improvement programs. CALTRANS, as the owner and operator of the state highway system, must be actively involved in the preparation of deficiency plans for state highway facilities and also share in correcting the deficiency or participating in alternative improvement programs. CALTRANS involvement is essential given both their state highway development responsibilities and their approval role for any state highway improvements. Also local jurisdictions are required to provide the San Diego Air Pollution Control District (APCD) with copies of any deficiency plans for review and comment.

**UC Golden**  
3368 Governor Dr. #228F  
San Diego, CA 92122

August 9, 2002

Martha Blake  
City of San Diego  
Development Services Department  
LAND DEVELOPMENT REVIEW DIVISION  
1222 First Avenue,  
MS 302  
San Diego, CA 92101-4155

HAND DELIVERED

Dear Ms. Blake:

Re: July 12, 2002 Scoping Letter for an Environment Impact Report for University Towne Center (LDR No. 40-0247/PTS No. 2214)

I write on behalf of UC Golden, a citizen's group that was formed in March of this year and is concerned with the impact of two proposed traffic projects on the quality of life in University City. Although the two projects, the Regents Road bridge and the Genesee widening, are part of the adopted University City community plan, as you may be aware, there is significant opposition to both projects. That opposition is not based solely on the substantial negative impact these projects will have on the community but also on traffic studies which the city itself conducted in 1994 and 1997. The city's *own* traffic studies show that previously predicted volumes of traffic entering north University City from the south were grossly exaggerated and that the need for both or either of the projects is subject to serious question. For your convenience we have attached copies of the city's studies.

UC Golden believes your Westfield/UTC scoping letter of July 12, 2002, is seriously flawed and will prevent Westfield from preparing an Environmental Impact Report (EIR) which will meet the requirements of the California Environmental Quality Act (CEQA), (Public Resources Code, § 21000 et seq.).

## **I. Transportation/Circulation**

### **A. Regents Road/Genesee**

The principal defect in the scoping letter is Part II. C., its discussion of TRANSPORTATION/CIRCULATION issues. Your letter states: "The traffic study should assume that both the Regents Road bridge and Genesee Avenue widening projects

will be constructed consistent with the University City Community and Facilities Financing Plans." While construction of both projects may well be *one* valid assumption, in light of the city's own traffic studies, it is not the only valid assumption drafters of the Westfield/UTC EIR will be required to make.

Because the city's most current traffic studies show the service level improvements provided by the bridge and widening projects are marginal at best and may be outweighed by their high costs and negative impacts on the community, it is quite possible that the traffic demands created by a project as large as the proposed shopping center expansion will, in fact, create a need for the projects which would not otherwise exist. In this regard we direct your attention to Public Resources Code section 21083 which requires that an EIR determine whether "[t]he possible effects of a project are individually limited but cumulatively considerable. As used in this subdivision, 'cumulatively considerable' means that the incremental effects of other current projects are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects." If, as may well be the case, approval of the shopping center expansion generates the traffic volumes in University City which require completion of the bridge or the widening, then plainly the incremental effect of the expansion will be considerable. Because information which the city itself has developed calls into question the need for either one or both of these projects under the current plan, in order to adequately consider the traffic impact of the shopping center expansion, the drafters of the EIR for the expansion must also, at a minimum, make the following alternative assumptions: that neither of the traffic projects will be constructed; that only the bridge will be constructed; and that only the widening will be completed. Only by considering the impact of expansion under all likely scenarios will the EIR fully address the potential impact of the shopping center expansion.

The concerns we raise with respect to the marginal need for the bridge and the widening under the current plan are in no sense speculative or unreasonable. In addition to the clear import of the 1994 and 1997 traffic studies, in a recent letter to the community Councilmember Peters has expressly acknowledged that removal of both or either traffic projects from the community plan are options that will be considered in a separate EIR to be initiated at some point this fall. That EIR will be unusual because, according to Councilmember Peters, the EIR process will not be used to analyze any preferred community alternative, but will, instead, consider all alternatives, including in particular removal of both projects from the community plan. For your convenience we have also attached Councilmember Peters correspondence on these issues. Because

deletion of projects is under active consideration by the city, the deletion of both projects must be carefully considered in drafting the Westfield UTC expansion EIR.

We also wish to emphasize that the inclusion of the bridge and the widening in the 1986 community plan does not relieve Westfield of its duty to carefully analyze the potential that traffic the expansion will generate will require construction of the bridge or the widening. Arguably, if the cumulative impact of the expansion Westfield proposes had been considered and the expansion were part of the existing community plan, the expansion's cumulative impact on the bridge and the widening might not need any further analysis in light of the safe harbor provided by section 15130(e) of the CEQA

Guidelines.<sup>1</sup> However the safe harbor is available only with respect to projects which are part of a community or general plan. The Westfield UTC expansion is, of course, not part of the UC Community Plan and thus, even if an adequate cumulative impact analysis of projects in the plan did exist, it would not have considered the expansion proposal. In short, under CEQA there are no means of avoiding the responsibility of the project proponent to fully consider the incremental impact of the shopping center expansion on the bridge and the widening.

We cannot emphasize too greatly the depth of our concern with respect to the inadequate assumptions the scoping letter requires for the Westfield/UTC EIR. By requiring the project proponent to assume the existence of projects which might not be needed in the absence of the project, the city has effectively directed the proponent to ignore what is likely to be the expansion's most substantial impact: inducement of two costly and damaging traffic improvements.

The most obvious means of curing this defect would be coordination of the Westfield/UTC EIR with the Regents Road/Genesee EIR. We encourage both the city and Westfield to actively pursue this approach.

#### B. Transportation Alternatives

The scoping letter requires that the drafters discuss "potential opportunities for, or impacts to, planned alternative modes of transportation or trip reduction features

---

<sup>1</sup> Section 15130(e) of the Guidelines state: "If a cumulative impact was adequately addressed in a prior EIR for a community plan, zoning action, or general plan, and the project is consistent with that plan or action, then an EIR for such a project should not further analyze that cumulative impact, as provided in Section 15183(j)."

including transit services, bicycle paths/support facilities, pedestrian access and mass transit programs for MTDB and North County Transit Development (NCTD)." (Scoping letter page 5.)

Any discussion of transportation opportunities which might mitigate the impact of the shopping center expansion, such as the Transit First program adopted by the MTDB, must fully consider whether and how such opportunities can be financed. In this regard the EIR should fully discuss available transportation funding resources, including:

1. Funds generated by the existing Facilities Benefits Assessment area for north University City;
2. Direct financial contributions Westfield should make in support of transportation infrastructure;
3. Contributions by the city paid from the increased sales and property tax revenue generated by the expansion.

## **II. Land Use**

The scoping letter discussion of land use is also inadequate.

In addition to the issues set forth in the scoping letter, the EIR must recognize and consider the inherent land use conflict which exists under the current UC Community Plan. Successive planners first permitted the area of University City south of Rose Canyon to become developed as a single-family low density neighborhood and then permitted the area north of the canyon to be developed as an entirely incompatible high-density urban node. At this point only the physical barrier which the canyon represents protects the southern portion of University City from being overwhelmed by the impact of the commercial, office and multi-family residential development which exists in north University City. The EIR must discuss the impact further commercial and residential development in north UC will have on the existing incompatibility between the

Page 5  
Martha Blake  
August 9, 2002

communities and whether such development can occur without having a substantial negative impact on south University City.

Thank you for your consideration of our views.

Sincerely,

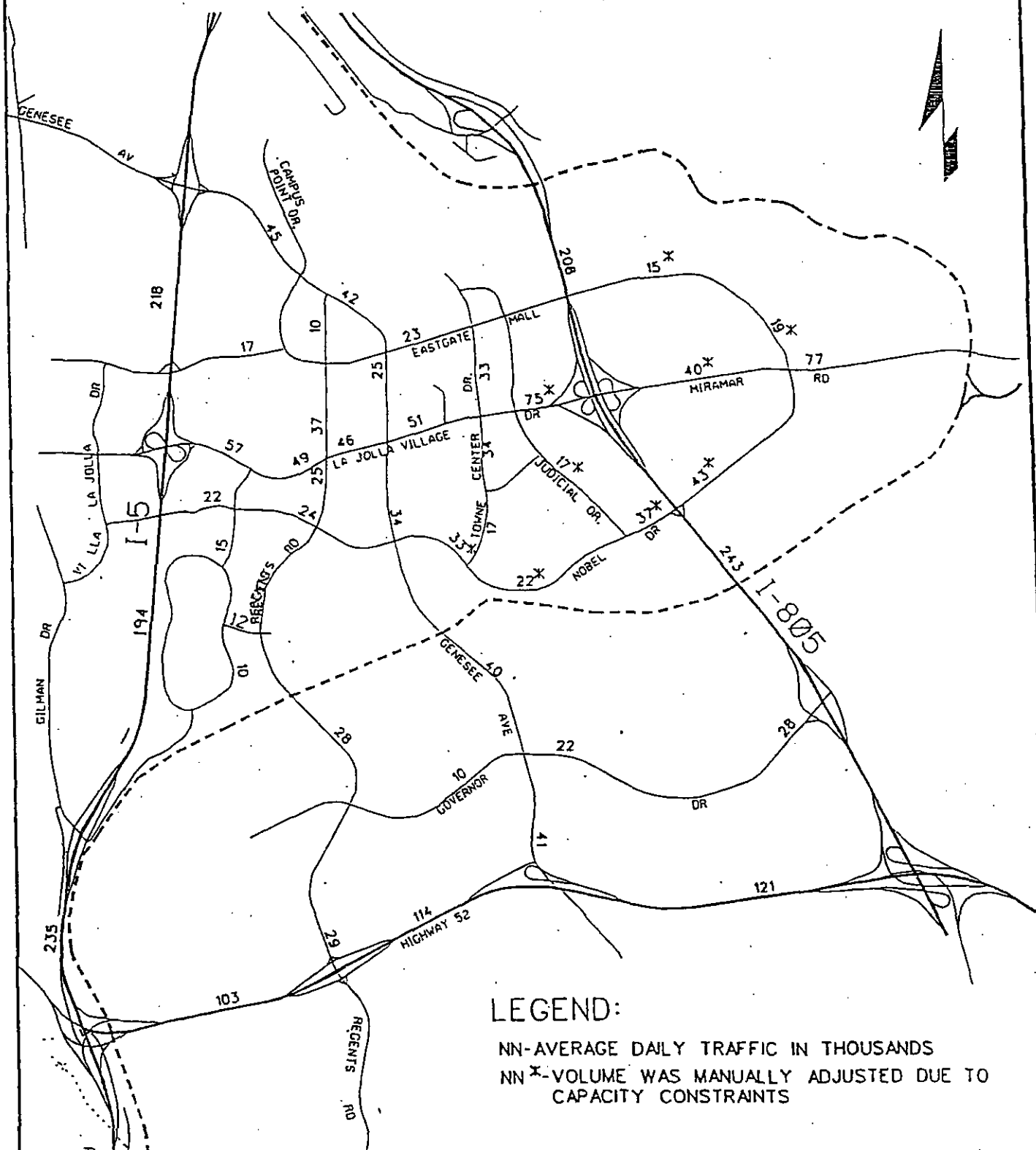
UC Golden  
BY:   
Kevin Wirsing  
Member UC Golden Executive Committee

Enclosures

cc: Scott Peters  
David Hokanson  
(w/o enclosures)

BRIDGE BUILT, GENESEE 6 LANES, 2015

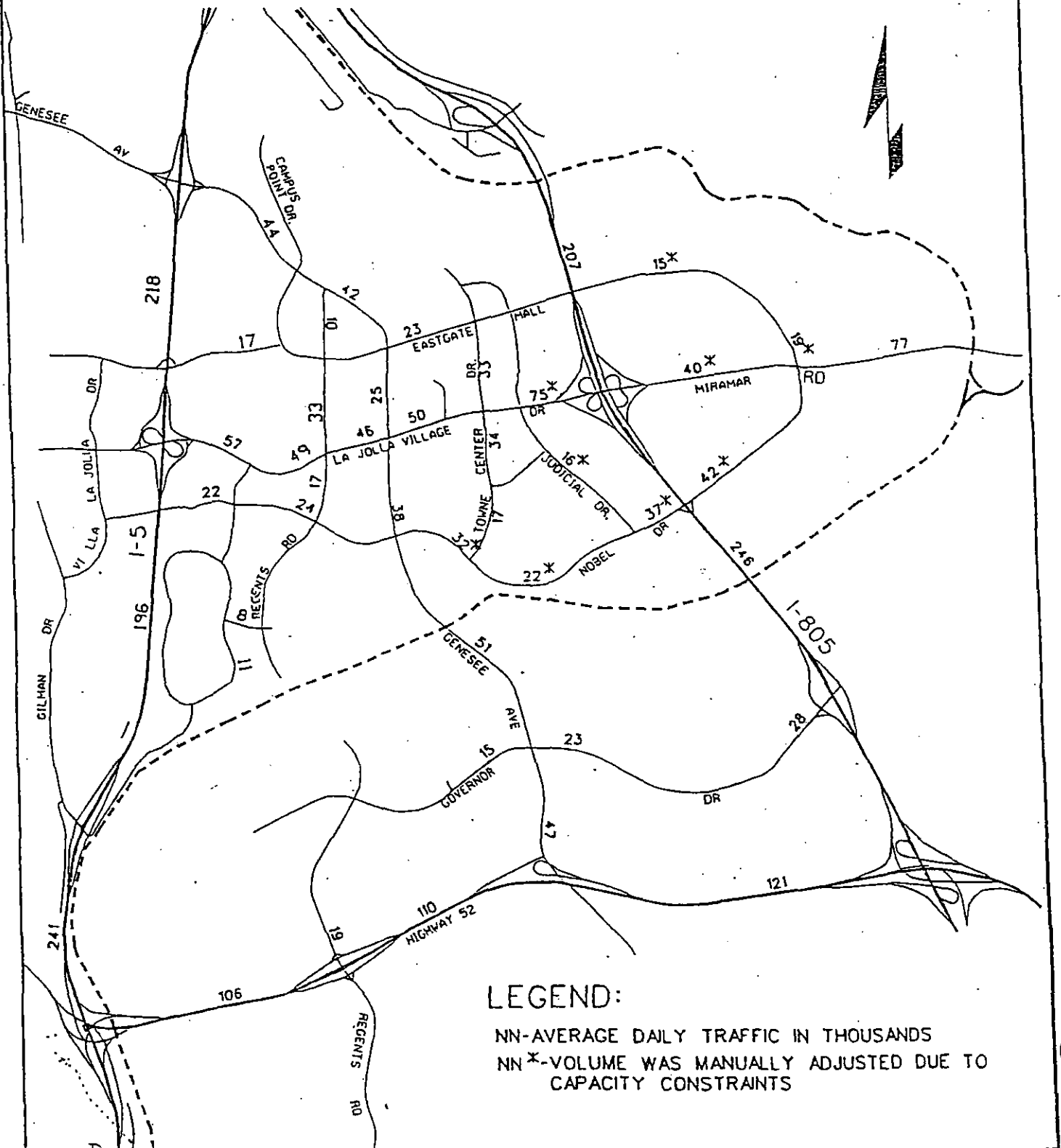
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# REGENTS ROAD BRIDGE STUDY

BRIDGE NOT BUILT, GENESEE 6 LANES, 2015

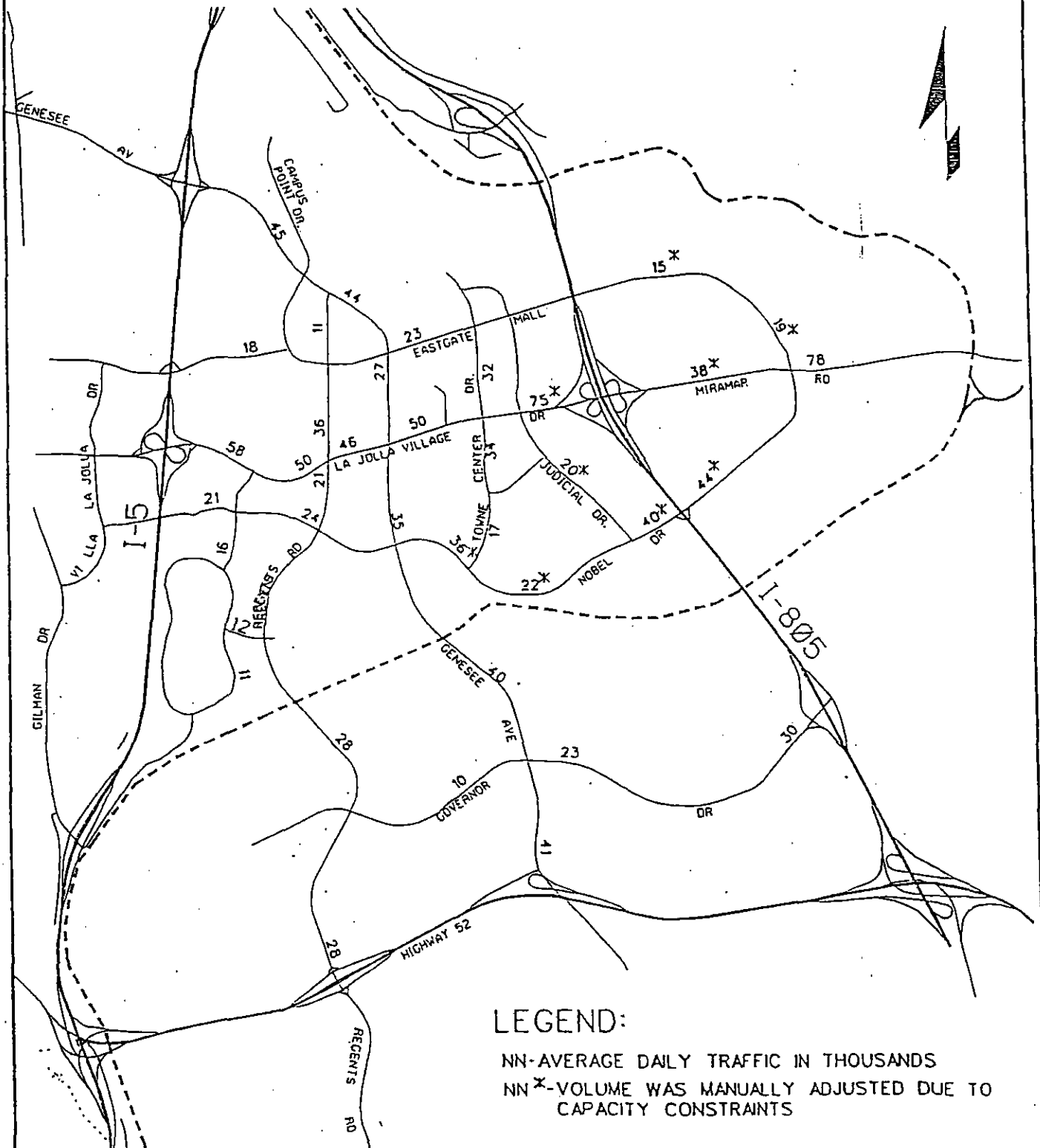
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BRIDGE BUILT, GENESEE 4 LANES, 2015

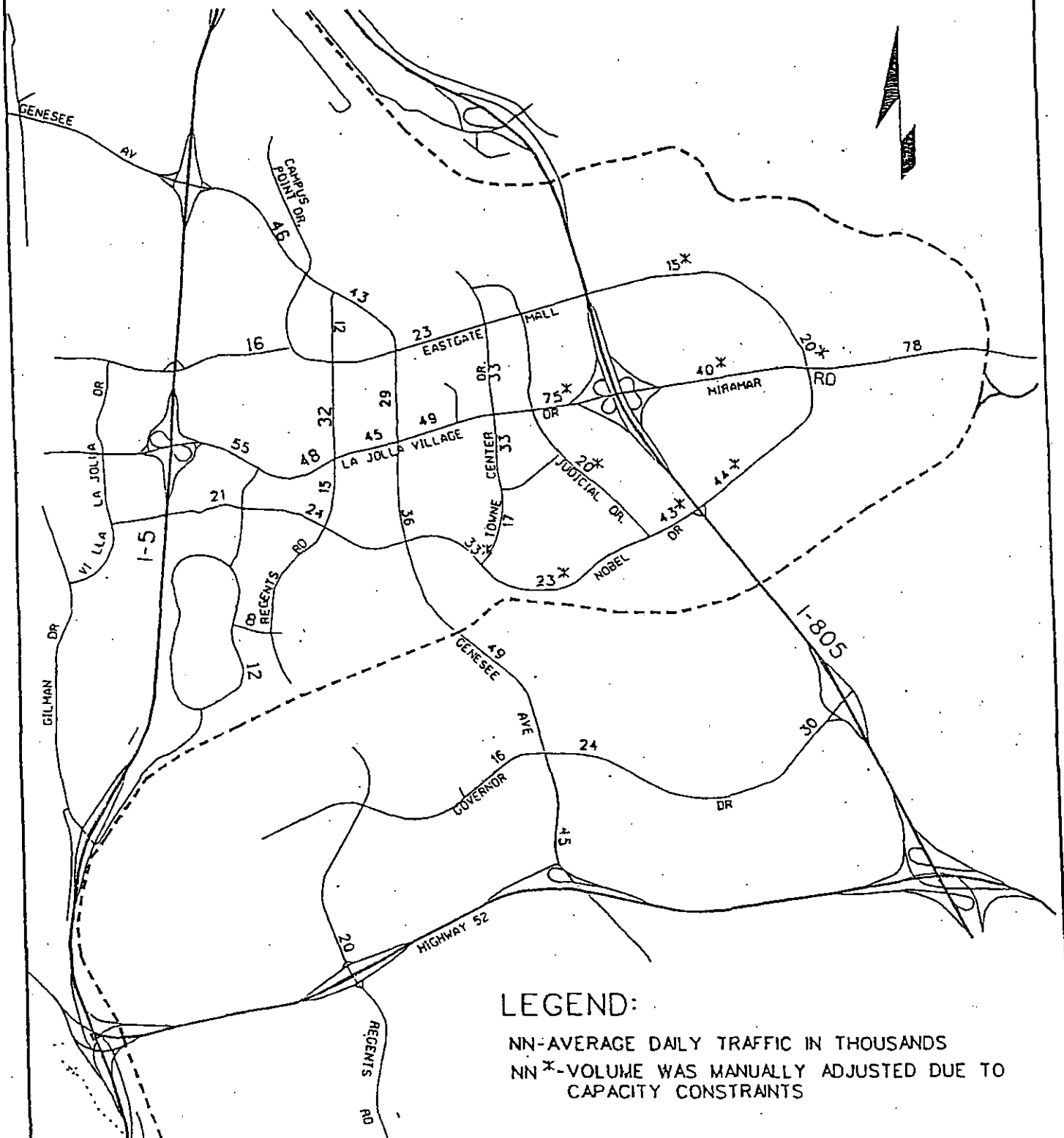
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# REGENTS ROAD BRIDGE STUDY

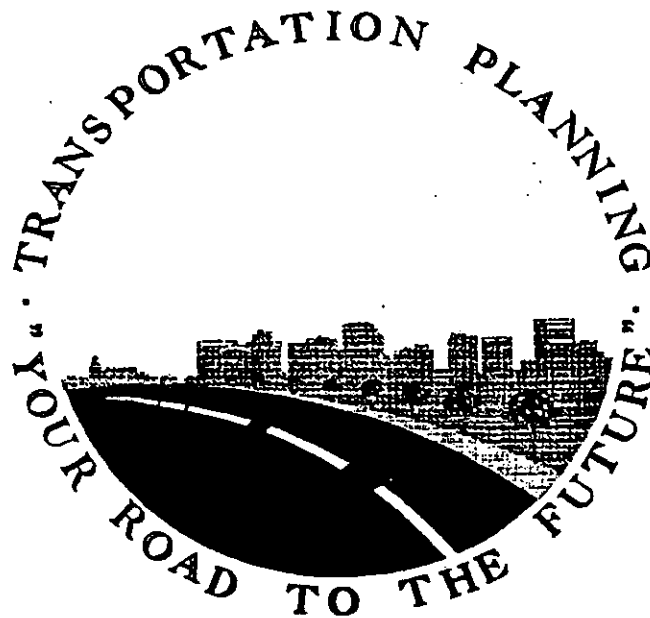
BRIDGE NOT BUILT, GENESEE 4 LANES, 2015

SEP. ,1994



**DRAFT**

**UNIVERSITY COMMUNITY  
FOCUSED TRANSPORTATION STUDY HIGHLIGHTS  
AND  
SUMMARY OF ALTERNATIVES  
PRESENTED TO THE  
UNIVERSITY COMMUNITY PLANNING GROUP**



Prepared By:  
**City of San Diego  
Transportation Planning Section**

**JUNE 10, 1997**

# UNIVERSITY FOCUSED TRANSPORTATION STUDY

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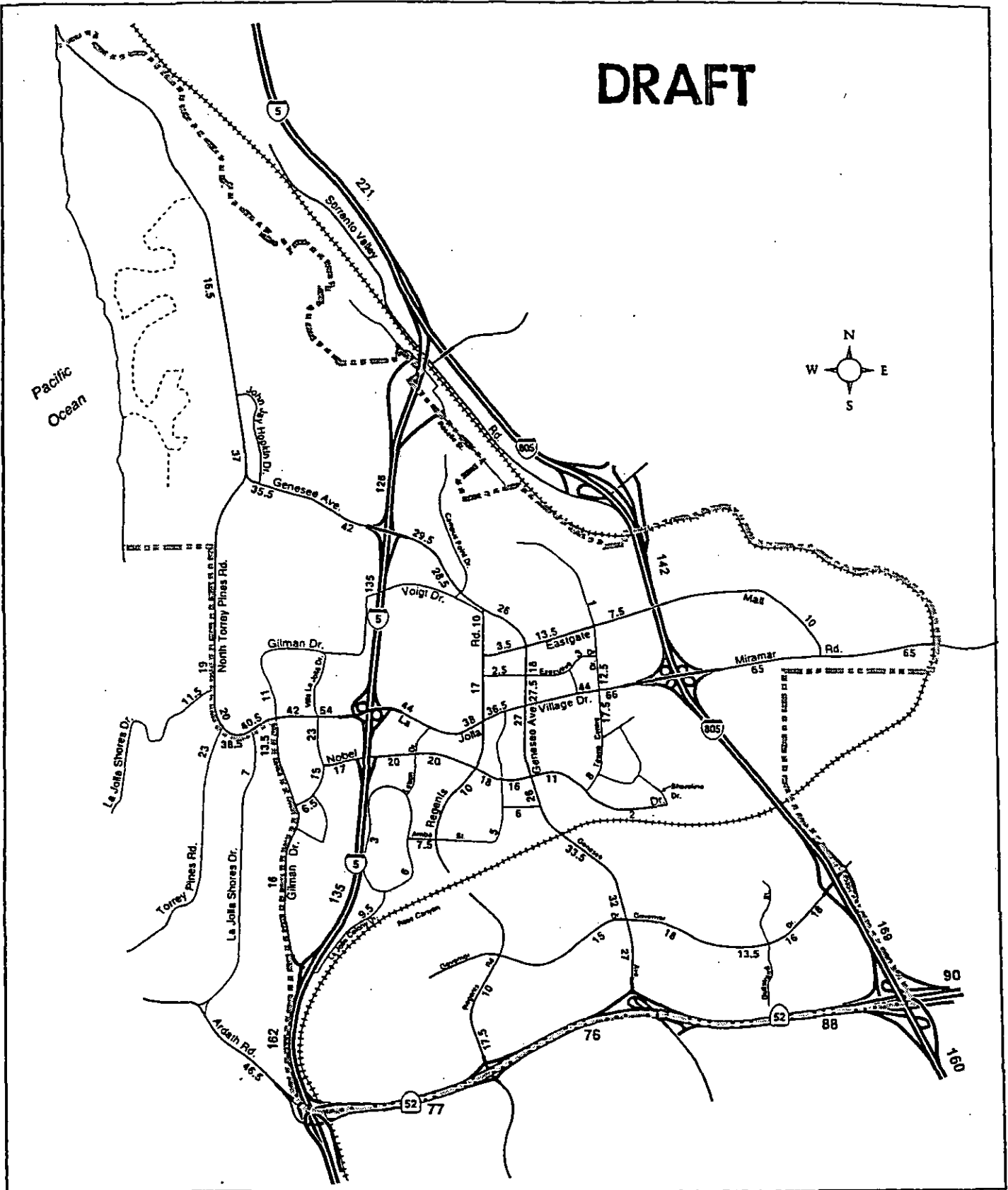
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Univ.univ traf maps

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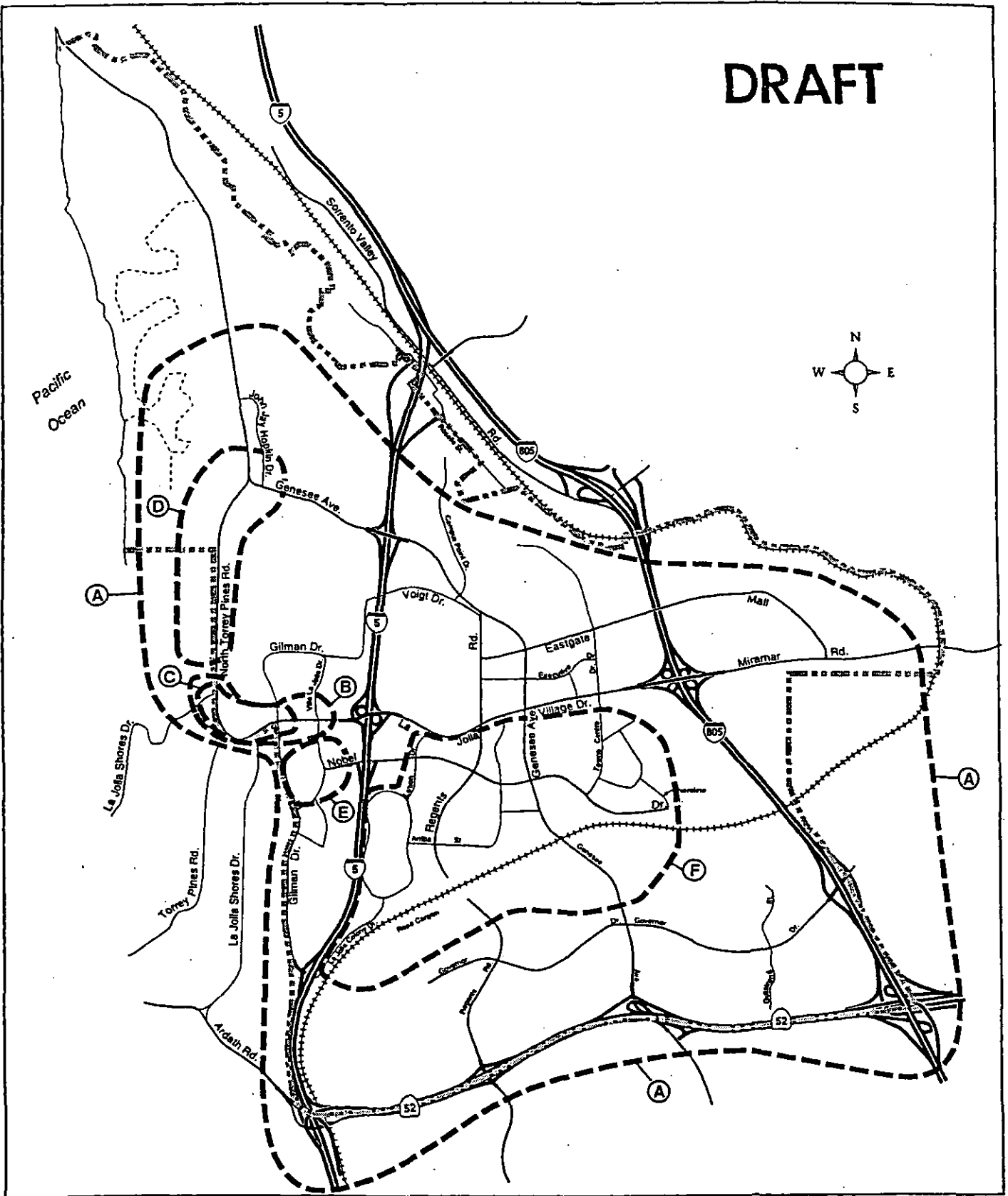


## 1995 Base Year Model Daily Traffic Volumes (x1000) University Focused Transportation Study

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## Cordons

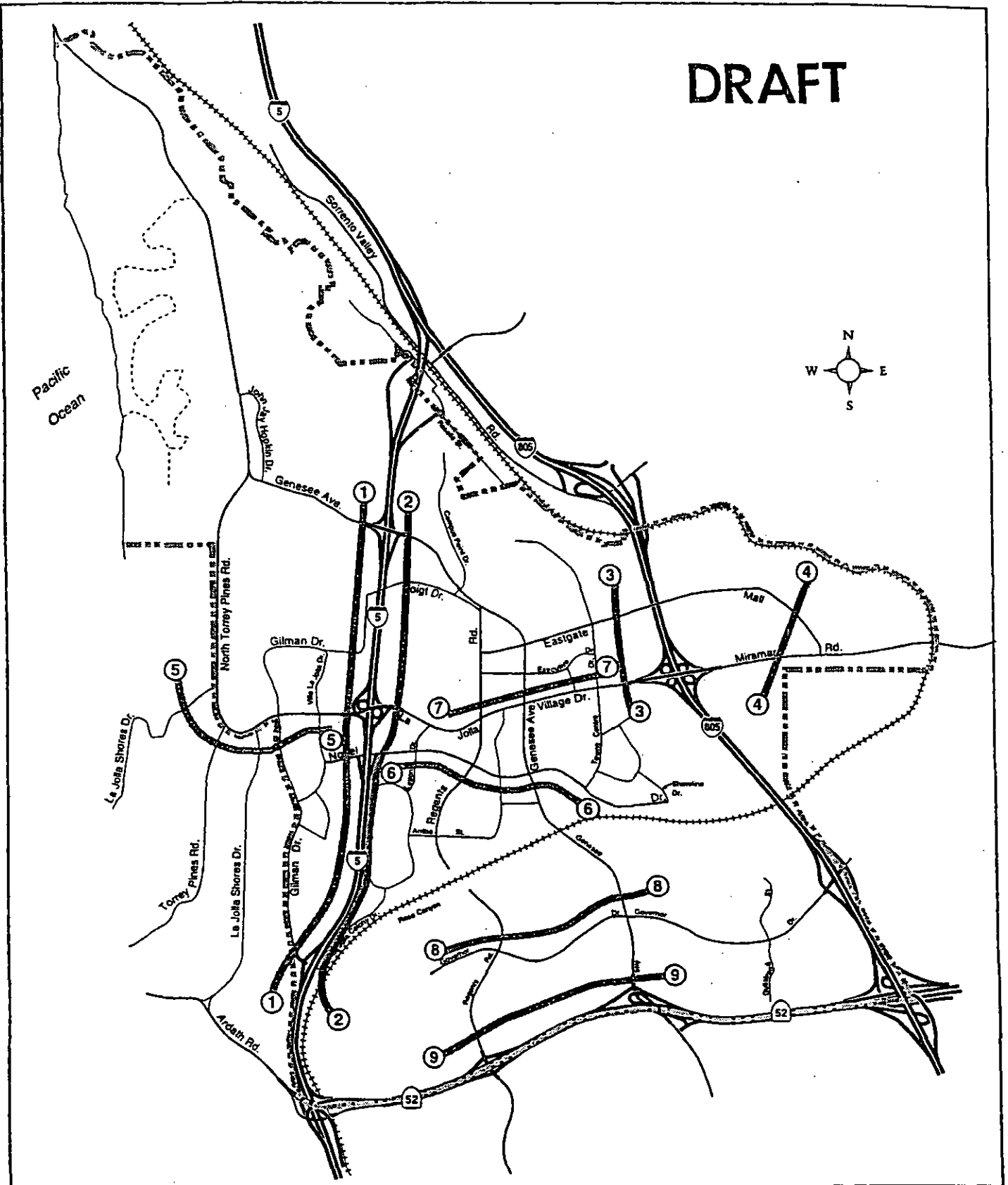
### University Focused Transportation Study

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## Screen Lines

### University Focused Transportation Study

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TABLE 1  
UNIVERSITY FOCUSED TRANSPORTATION STUDY  
1995 BASE YEAR  
CORDON DAILY VOLUME COMPARISONS

**DRAFT**

CORDON	STREET	LOCATION	EXISTING DAILY VOLUME(1)	BASE YEAR YEAR FORECAST (2)	FORECAST ACTUAL DIFFERENCE	FORECAST PERCENT DIFFERENCE
A	N. Torrey Pines Rd	S/O Callan Rd	18,000	16,500	-1500	-8
	I-5	N/O Genesee	130,000	126,000	-4000	-3
	I-805	N/O Eastgate Mall	134,000	155,000	21000	16
	Miramar Rd	E/O Miramar Pl	67,500	65,000	-2500	-4
	SR 52	E/O I-805	94,000	90,000	-4000	-4
	I-805	S/O SR 52	153,000	160,000	7000	5
	Genesee Ave	S/O SR 52	27,500	26,000	-1500	-5
	Regents Rd	S/O SR 52	20,000	21,500	1500	8
	I-5	S/O SR 52	175,000	170,500	-4500	-3
	Ardath Rd	N/O SR 52	45,000	46,500	1500	3
	La Jolla Scenic Dr	S/O La Jolla Village Dr	7,000	7,000	0	0
	Torrey Pines Rd	S/O La Jolla Village Dr	25,000	23,000	-2000	-8
	La Jolla Shores Dr	E/O Torrey Pines Rd	12,000	11,500	-500	-4
	<b>TOTAL</b>		<b>908,000</b>	<b>918,500</b>	<b>10500</b>	<b>1</b>
B	Torrey Pines Rd	N/O La Jolla Shores	22,500	19,000	-3500	-16
	La Jolla Shores Dr	E/O Torrey Pines Rd	12,000	11,500	-500	-4
	Torrey Pines Rd	S/O La Jolla Village Dr	25,000	23,000	-2000	-8
	La Jolla Scenic Dr	S/O La Jolla Village Dr	7,000	7,000	0	0
	Gilman Dr	S/O La Jolla Village Dr	14,000	13,500	-500	-4
	Villa La Jolla Dr	S/O La Jolla Village Dr	26,000	23,000	-3000	-12
	La Jolla Village Dr	E/O Villa La Jolla Dr	56,500	54,000	-2500	-4
	Villa La Jolla Dr	N/O La Jolla Village Dr	16,500	20,000	3500	21
	Gilman Dr	N/O La Jolla Village Dr	11,000	11,000	0	0
	<b>TOTAL</b>		<b>190,500</b>	<b>182,000</b>	<b>-8500</b>	<b>-4</b>
C	Torrey Pines Rd	N/O La Jolla Shores	22,500	19,000	-3500	-16
	La Jolla Shores Dr	E/O Torrey Pines Rd	12,000	11,500	-500	-4
	Torrey Pines Rd	S/O La Jolla Village Dr	25,000	23,000	-2000	-8
	La Jolla Scenic Dr	S/O La Jolla Village Dr	7,000	7,000	0	0
	La Jolla Village Dr	E/O Gilman Dr	41,500	42,000	500	1
	<b>TOTAL</b>		<b>108,000</b>	<b>102,500</b>	<b>-5500</b>	<b>-5</b>
D	Torrey Pines Rd	N/O La Jolla Shores	22,500	19,000	-3500	-16
	Genesee Ave	E/O John J. Hopkins	40,000	42,000	2000	5
	John J Hopkins	N/O Genesee Ave	8,500	9,000	500	6
	N. Torrey Pines Rd	N/O Genesee Ave	39,000	37,000	-2000	-5
	<b>TOTAL</b>		<b>110,000</b>	<b>107,000</b>	<b>-3000</b>	<b>-3</b>
E	Gilman Dr	S/O La Jolla Village Dr	14,000	13,500	-500	-4
	Gilman Dr	S/O Vill Alicante	17,000	16,000	-1000	-6
	Nobel Dr	W/O I-5	15,000	17,000	2000	13
	Villa La Jolla Dr	S/O La Jolla Village Dr	26,000	23,000	-3000	-12
	<b>TOTAL</b>		<b>72,000</b>	<b>69,500</b>	<b>-2500</b>	<b>-3</b>
F	La Jolla Colony Dr	E/O I-5	8,500	9,500	1000	12
	Genesee Ave	N/O Governor Dr	31,000	32,000	1000	3
	Towne Centre Dr	S/O La Jolla Village Dr	17,000	17,500	500	3
	Genesee Ave	S/O La Jolla Village Dr	27,000	27,000	0	0
	Regents Rd	S/O La Jolla Village Dr	12,500	11,500	-1000	-8
	Lebon Dr	S/O La Jolla Village Dr	12,000	11,000	-1000	-8
	Nobel Dr	W/O Lebon Dr	24,000	20,000	-4000	-17
	<b>TOTAL</b>		<b>132,000</b>	<b>128,500</b>	<b>-3500</b>	<b>-3</b>

(1) Source: Machine Count Index, Traffic Engineering Division, Engineering & Development Department, City of San Diego.

Rounded to nearest 500 ADT

(2) Source: 1995 Base Year Calibration Run #16 (Final), Transportation Planning Section, Community & Economic Development, City of San Diego  
Rounded to nearest 500 ADT

TABLE 2  
UNIVERSITY FOCUSED TRANSPORTATION STUDY  
1995 BASE YEAR  
SCREENLINE DAILY VOLUME COMPARISON

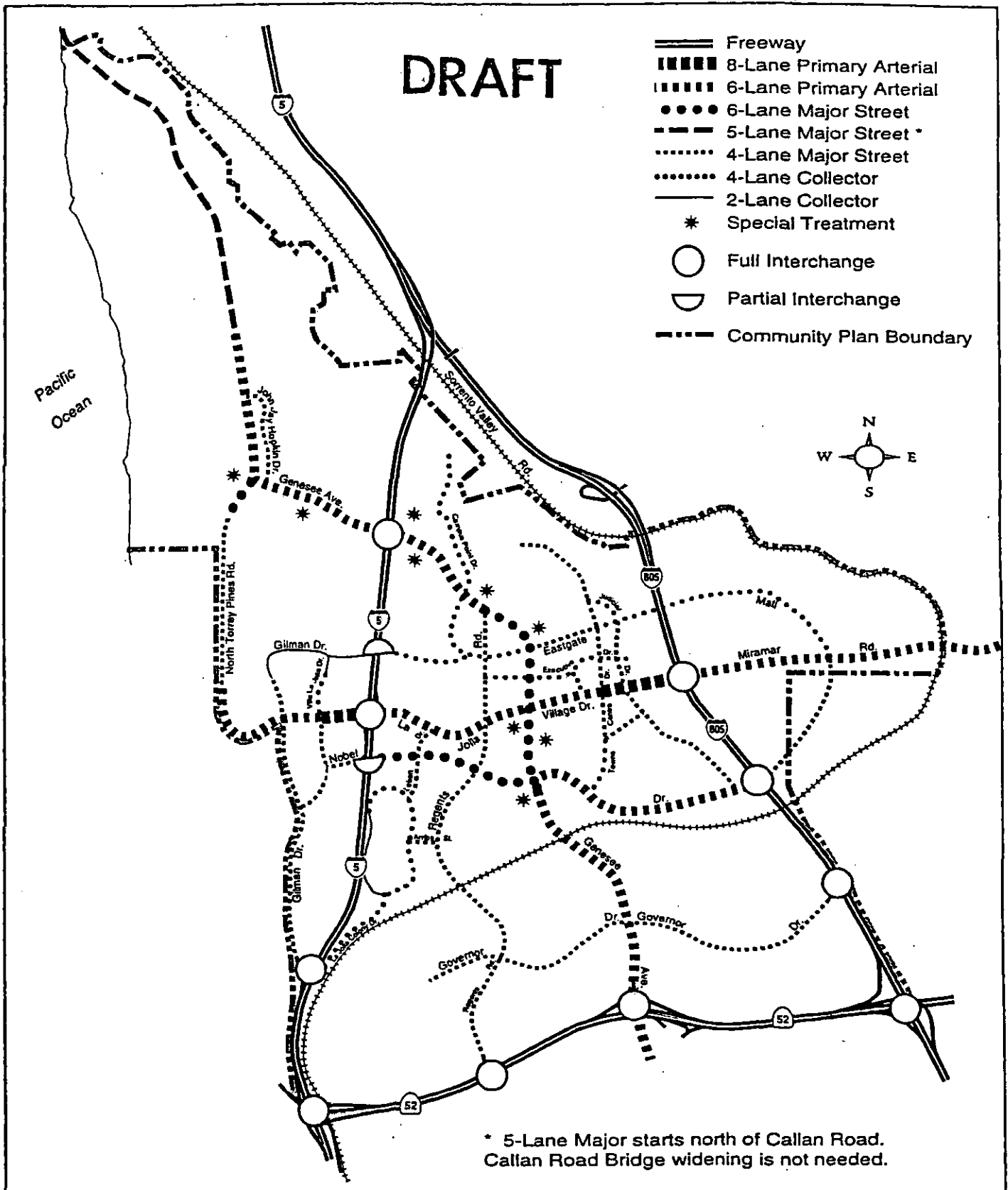
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SCREEN- LINE	STREET	LOCATION	EXISTING DAILY VOLUME (1)	BASE YEAR FORECAST (2)	FORECAST ACTUAL DIFFERENCE	FORECAST PERCENT DIFFERENCE
1-1	Genesee Ave	W/O I-5	40,000	42,000	2000	5
	Voigt Dr	W/O I-5	7,500	7,500	0	0
	La Jolla Village Dr	W/O I-5	56,500	54,000	-2500	-4
	Nobel Dr	W/O I-5	15,000	17,000	2000	13
	Gilman Dr	W/O I-5	17,000	16,000	-1000	-6
Total			136,000	136,500	500	0
2-2	Genesee Ave	E/O I-5	31,500	29,500	-2000	-6
	La Jolla Village Dr	E/O I-5	45,000	44,000	-1000	-2
	Nobel Dr	E/O I-5	24,000	20,000	-4000	-17
	La Jolla Colony Dr	E/O I-5	8,500	9,500	1000	12
Total			109,000	103,000	-6000	-6
3-3	Eastgate Mall	W/O I-805	7,000	7,500	500	7
	La Jolla Village Dr	W/O I-805	66,000	66,000	0	0
Total			73,000	73,500	500	1
4-4	Eastgate Mall	E/O I-805	10,000	10,000	0	0
	Miramar Rd	E/O I-805	66,500	65,000	-1500	-2
Total			76,500	75,000	-1500	-2
5-5	La Jolla Shores Dr	E/O Torrey Pines Rd	12,000	11,500	-500	-4
	Torrey Pines Rd	S/O La Jolla Village Dr	25,000	23,000	-2000	-8
	La Jolla Scenic Dr	S/O La Jolla Village Dr	7,000	7,000	0	0
	Gilman Dr	S/O La Jolla Village Dr	14,000	13,500	-500	-4
	Villa La Jolla Dr	S/O La Jolla Village Dr	26,000	23,000	-3000	-12
Total			84,000	78,000	-6000	-7
6-6	Lebon Dr	S/O Nobel Dr	11,000	11,000	0	0
	Regents Rd	S/O Nobel Dr	10,000	10,000	0	0
	Genesee Ave	S/O Nobel Dr	25,500	26,000	500	2
Total			46,500	47,000	500	1
7-7	Regents Rd	N/O La Jolla Village Dr	18,000	17,000	-1000	-6
	Genesee Ave	N/O La Jolla Village Dr	28,000	27,500	-500	-2
	Executive Wy	N/O La Jolla Village Dr	3,500	4,000	500	14
	Towne Centre Dr	N/O La Jolla Village Dr	11,000	12,500	1500	14
Total			60,500	61,000	500	1
8-8	Regents Rd	N/O Governor	1,500	1,500	0	0
	Genesee Ave	N/O Governor	31,000	32,000	1000	3
Total			32,500	33,500	1000	3
9-9	Regents Rd	N/O SR 52	15,500	17,500	2000	13
	Genesee Ave	N/O SR 52	27,500	27,000	-500	-2
Total			43,000	44,500	1500	3

(1) Source: Machine Count Index, Traffic Engineering Division, Engineering & Development Department, City of San Diego.

Rounded to nearest 500 ADT

(2) Source: 1995 Base Year Calibration Run #16 (Final), Transportation Planning Section, Community & Economic Development, City of San Diego  
Rounded to nearest 500 ADT



**Adopted Circulation Element (January 16, 1990)**  
**University Focused Transportation Study**

City Of San Diego • Community and Economic Development Dept.  
 Transportation Planning Section

10-21-96 JAA  
 Univ. on trial mps

## **Reasons 1987 University Traffic Forecast and 1997 Focused Transportation Study Have Differences in Forecast Traffic Volumes at Build-out**

Both models are constructed by determining the build-out land uses and build-out road system in the community planning area and then merging this data with a different SANDAG's Regional Transportation Model for San Diego County which is part of their regional demographic data base. The SANDAG model has land use, population and employment data estimated for a specific target year in the future. The Regional Transportation Network expected to be in place is also included in the model. Twenty years is usually the target time frame. SANDAG revises their data base every three to five years to reflect updated demographic and roadway completion estimates. Each major revision to the SANDAG demographic data base is referred to as a "Series" (e.g. Series 5, Series 6, etc.). Shown below is a brief discussion of potential reasons for some projected traffic volume differences between the 1987 (adopted University Community) travel forecast and the current 1997 University Focused Transportation Study.

### **1. Target Year**

The model for the University Community conducted in 1987, used SANDAG's Series 5 and 6 as its base. Series 6 had year 2005 as the target year for the population and employment projections.

The current modeling work for University uses SANDAG's Series 8 as its base. The target year is 2015 for the population and employment projections.

### **2. Regional Transportation Network**

The transportation network for Series 6 did not include several freeway improvements that have a definite impact on travel behavior in our study area.

- a. Series 6 did not include State Route 56 between I-5 and I-15. Therefore, the east-west traffic in this part of the County had to use Miramar Road and Mira Mesa Boulevard.
- b. State Route 52 was not expected to be complete all the way through to State Route 67 by 2005. This forced many East County travelers to use I-8 and I-805 to get to the University Community. Similarly, travelers in North County inland had to use SR-78 and I-5 to reach the study area.
- c. The widening of I-5 north of the I-805 junction was not included in the transportation network for Series 6. Since the model projected severe congestion in this area, traffic was diverted on some of the surface streets which had the path of least resistance, including Genesee Avenue and Regents Road.

- d. Series 8 included SR-56 completed between I-5 and I-15, SR-52 completed to SR-67, and the "dual freeway project" to widen I-5 north of the I-805 junction.

### 3. Land Use in Series 8

In Series 8, the population and employment demographics assumed that the western, northern and mid-county residential areas would be built-out prior to the year 2015. The eastern portion of the county is envisioned to have much of the remaining residential development.

### 4. Modeling Procedures

The Series 6 transportation model for 2005 only considered the western third of the county in detail. There were 737 traffic analysis zones (TAZ) covering that area.

Series 8 transportation model included the entire county in detail. There are 4,545 TAZs covering the county and each are smaller in size. This allows the traffic to be loaded onto the roadway network in a more even distribution.

In the calibration process for Series 6, SANDAG found that too many trips were trying to use the freeways. To compensate for this, penalties were added to the freeway on-ramps throughout the system. While this resulted in an enhancement to the overall modeling effort, it caused the surface streets to carry more of the traffic in the network system, especially for shorter trips.

For Series 8, there was not a need to penalize trips trying to use the freeways to achieve calibration. In addition, the total freeway system is expected to be completed by 2015. This results in the freeways have less delay in the future and more trips favoring the freeway system over the surface streets.

### 5. Differences in Total Trip Ends

The traffic model for the University community in 1987 had a total of approximately 788,000 trip ends for the community at build-out. The present traffic model has a total of approximately 764,000 trip ends for the community at build-out. This is a difference of 24,000 trip ends (about 3%). While this is a small percentage of the total trips and makes very little difference in the overall number of trips assigned to the community, it can make a significant difference on one or two particular street traffic volumes that are part of the egress/ingress to the community.

The reduction of trips in the current traffic model occurs for a variety of reasons. Projects that were future in 1987 have since been built, some at a lower traffic generation intensity than previously assumed. Traffic generation rates for some land uses may now be lower. The assumed development intensity in some areas may also be lower than assumed in 1987.

## 6. Better Modeling Techniques

The modeling techniques available to us today are far superior to those of ten years ago. The routines for trip table building, trip distribution and assignment are more refined. In general, since the art of traffic modeling is relatively new (about 30 years old), as time goes by, we gain more knowledge and insight.

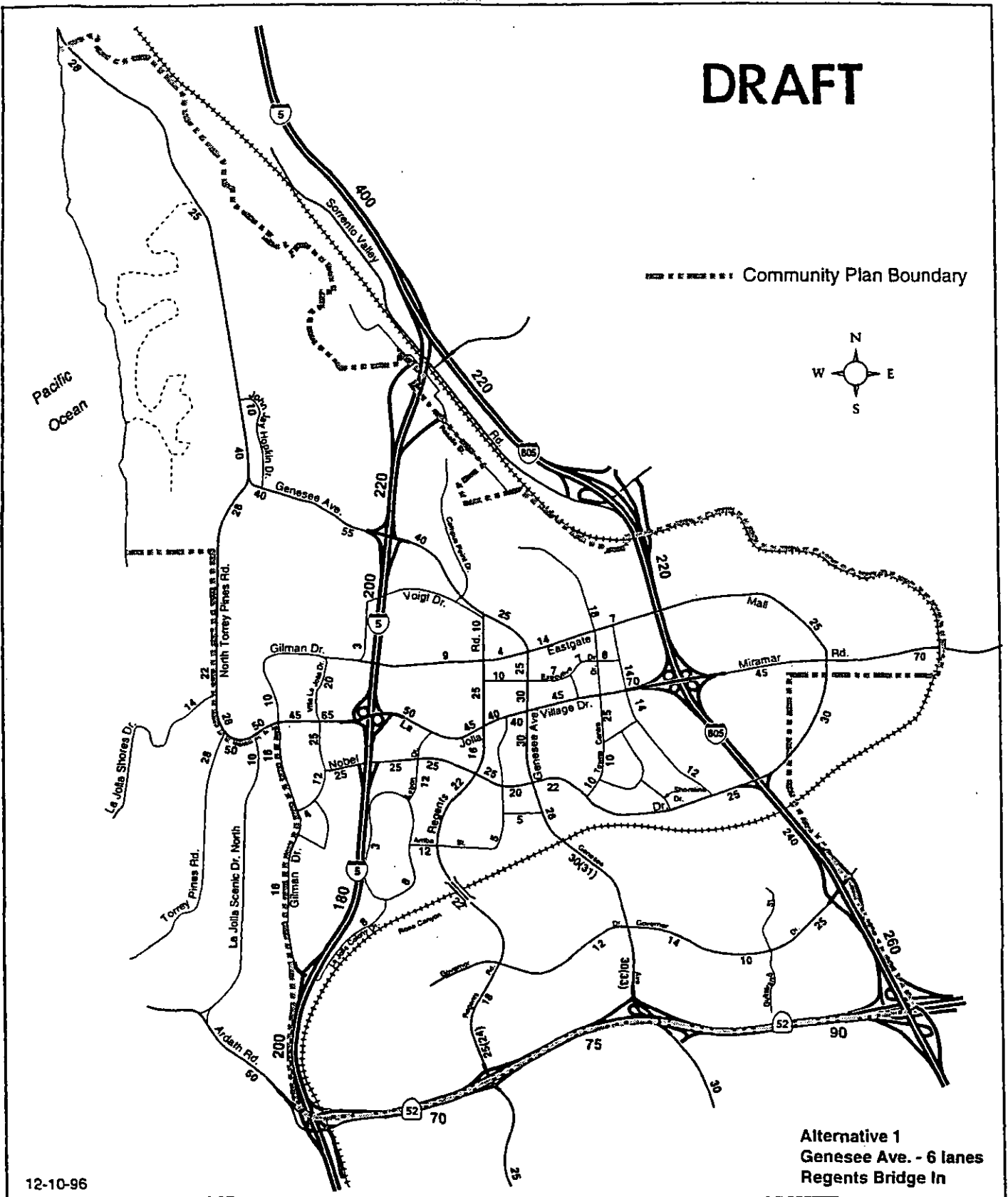
The 1987 University Community Traffic Model was constructed by using the City's old Federal Highway Administration PLANPACK transportation modeling package for the subarea level, which was merged into SANDAG's regional TRANPLAN transportation modeling package. In 1997, the traffic model for both the subarea and the region used the same TRANPLAN package.

By using a uniform traffic model throughout, we were able to achieve a finer degree of base year calibration, which made our model simulated traffic volumes very close to the actual existing traffic volumes.

## 7. Development Levels

In 1987 the University Community generated 280,720 trips, while the target build out was at 788,000 trips. The community was only built at about 36%. In 1997 the community generates 623,684 trips, while the target build out is at 764,444 trips. Thus, the community is built at about 82%. The small level of development remaining to reach the future build out levels can help us achieve a more accurate forecast in 1997.

# DRAFT



## Year 2015 Model Daily Traffic Volumes (x1000) University Focused Transportation Study

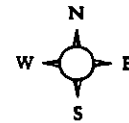
City Of San Diego • Community and Economic Development Dept.  
Transportation Planning Section

2-18-06 JAA  
Univ. transit maps

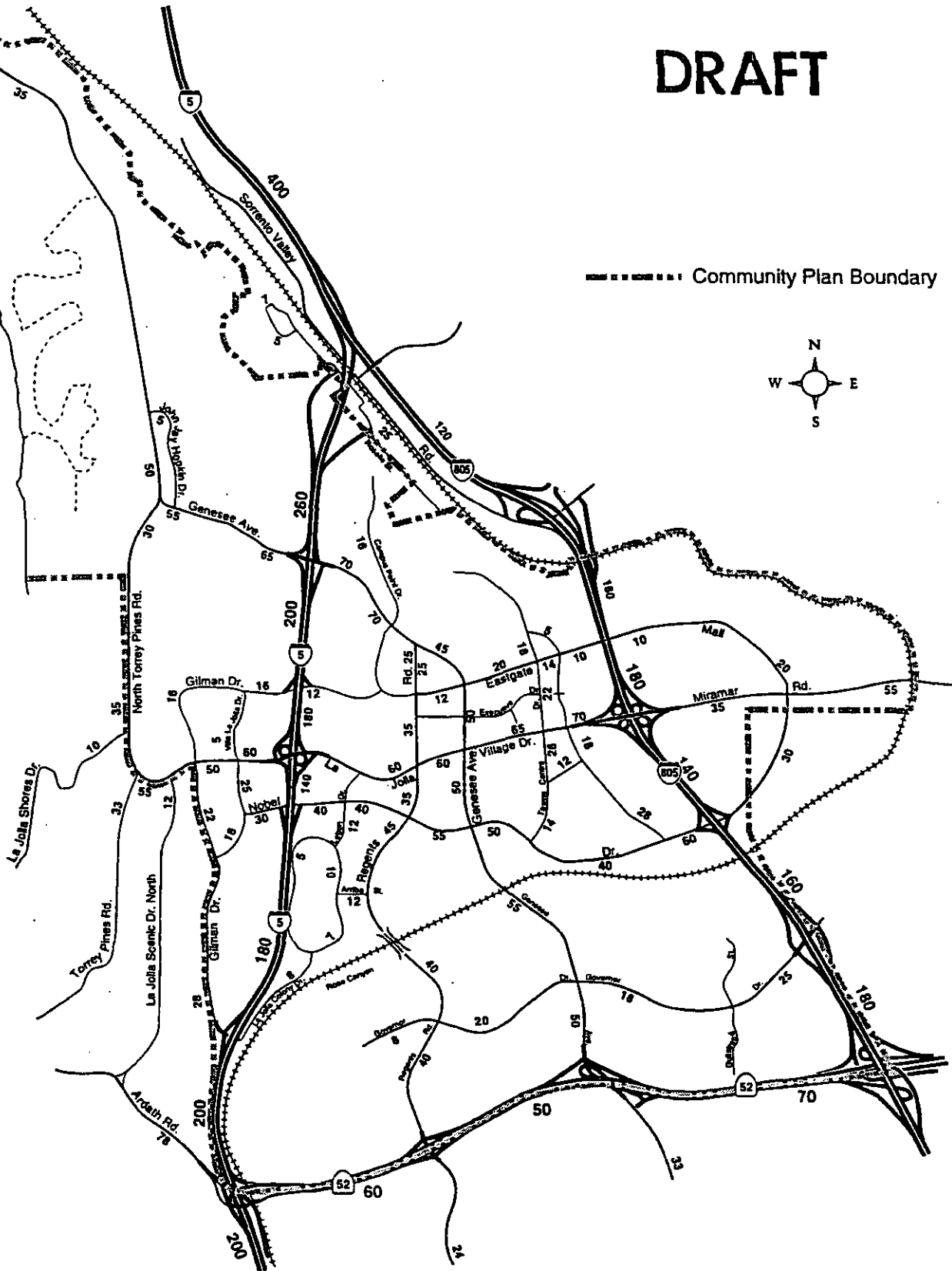


# DRAFT

----- Community Plan Boundary



Pacific Ocean



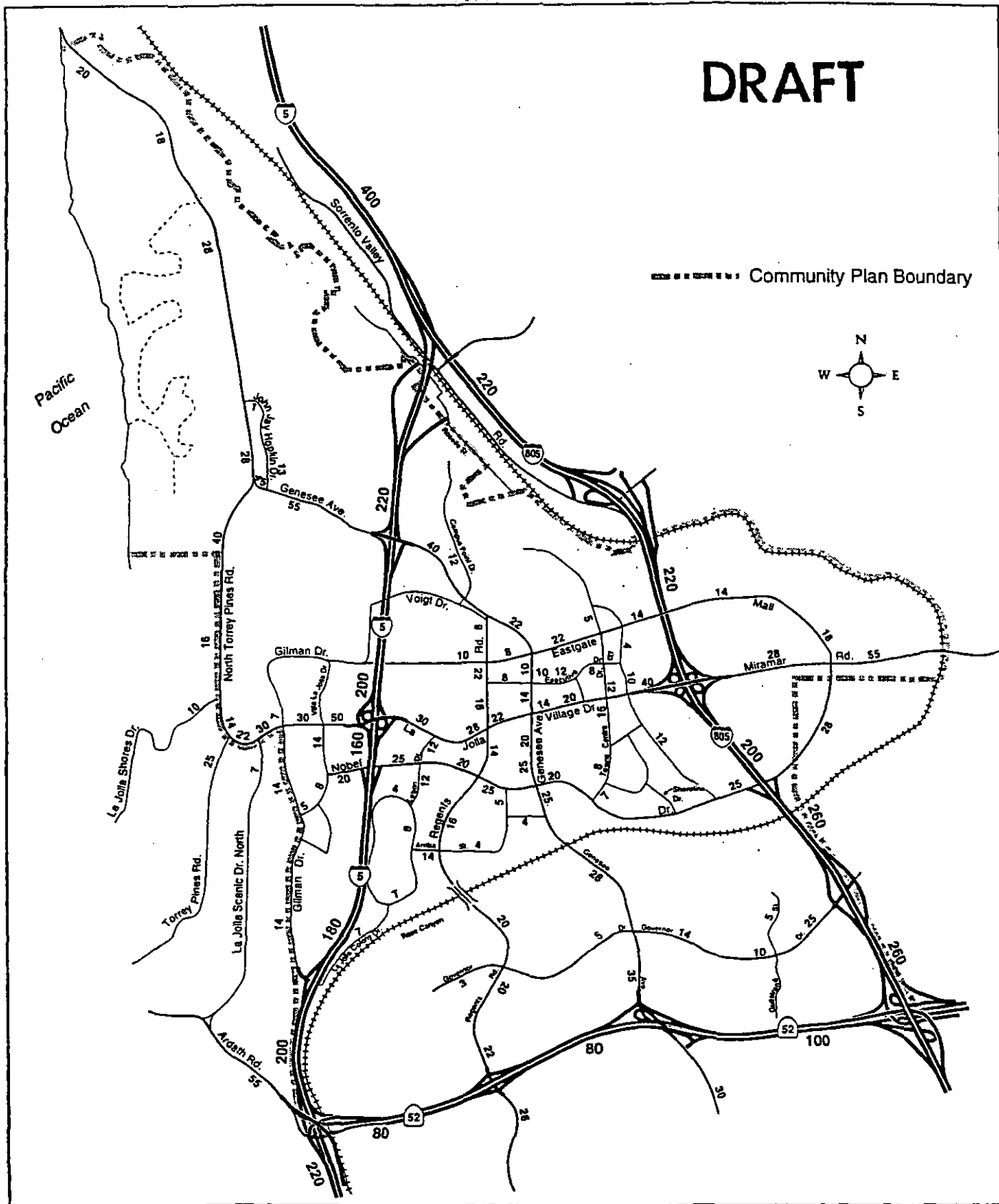
## Daily Traffic Volumes at Buildout (x1000) University Community Plan (1987)

City Of San Diego • Community and Economic Development Dept.  
Transportation Planning Section



2-19-96 JAA  
Univ. univ. trail maps

# DRAFT



**SERIES 8 (1995)**

**Year 2015 Daily Traffic Volumes (x1000) - Unadjusted**

City Of San Diego • Community and Economic Development Dept.  
Transportation Planning Section



2-19-97 JAA  
Univ. univ traf maps

# DRAFT

## Legend

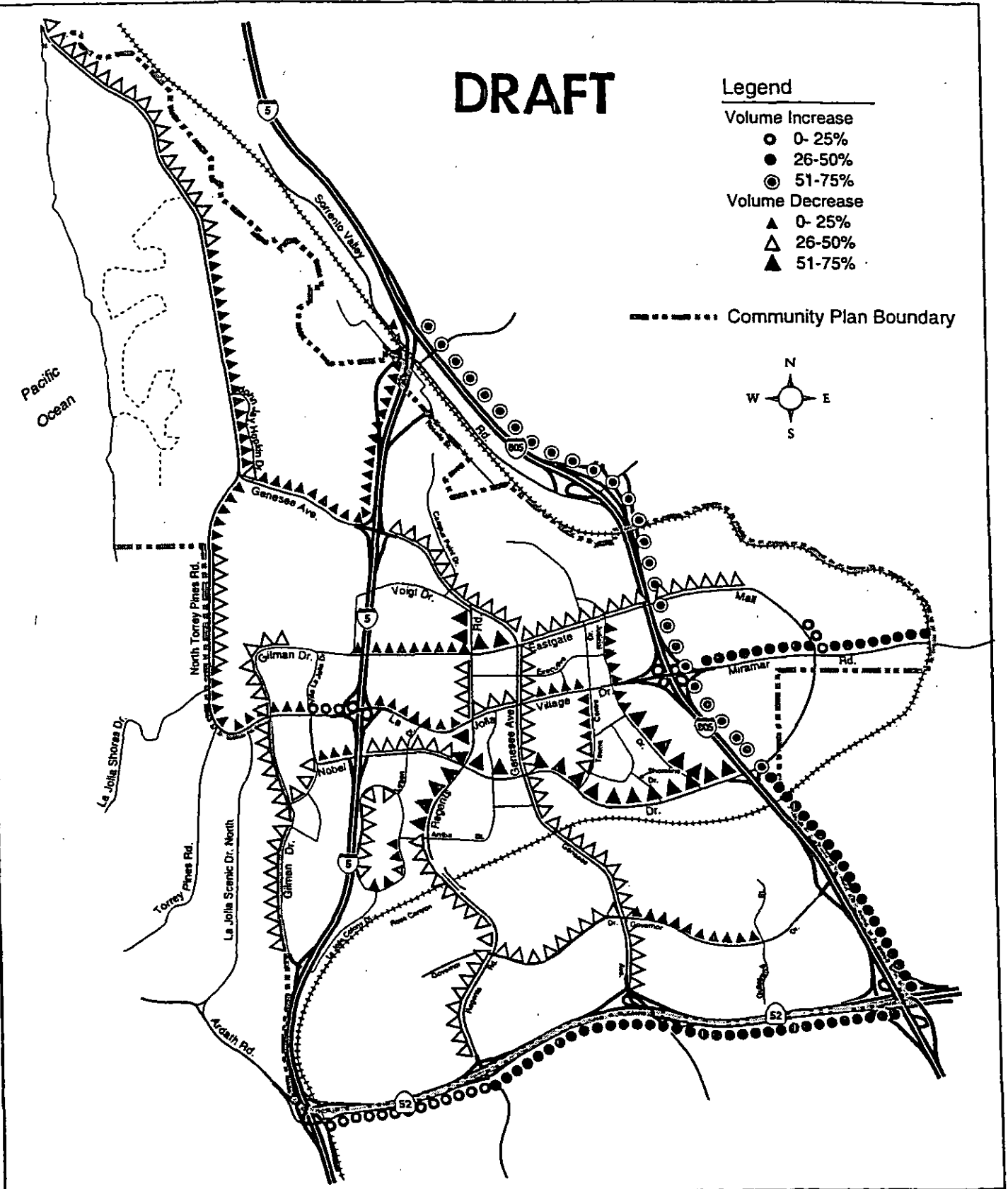
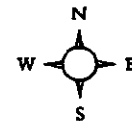
### Volume Increase

- 0-25%
- 26-50%
- ⊙ 51-75%

### Volume Decrease

- ▲ 0-25%
- △ 26-50%
- ▲ 51-75%

----- Community Plan Boundary



## Future Volume Comparison Alternative 1(1997) vs. Community Plan(1987)

City Of San Diego • Community and Economic Development Dept.  
Transportation Planning Section

Univ. st.vol.forcast  
2-19-97 JAA

# DRAFT

## Legend

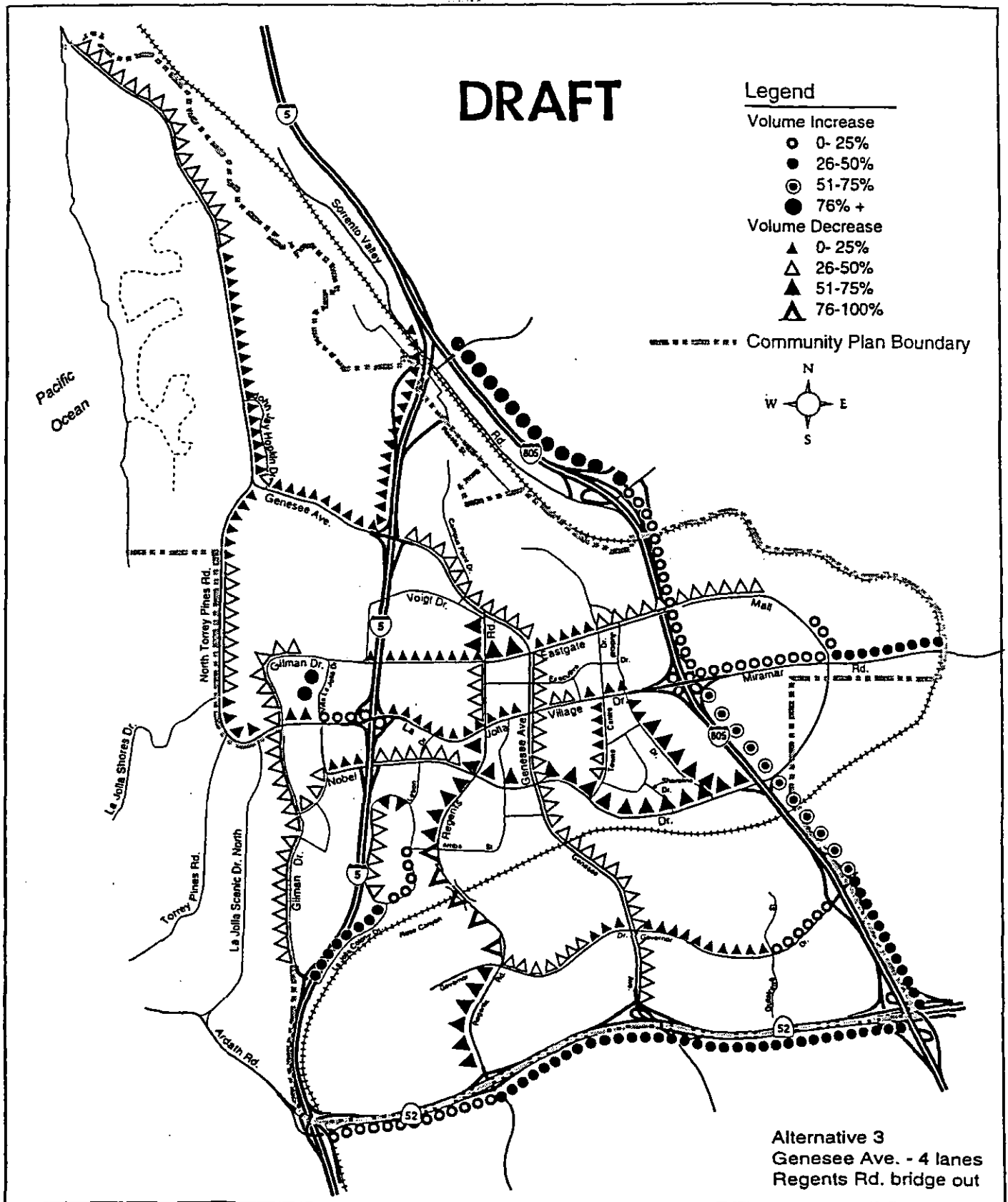
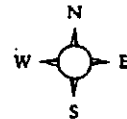
### Volume Increase

- 0-25%
- 26-50%
- ⊙ 51-75%
- 76% +

### Volume Decrease

- ▲ 0-25%
- △ 26-50%
- ▲ 51-75%
- ▲ 76-100%

----- Community Plan Boundary



Alternative 3  
Genesee Ave. - 4 lanes  
Regents Rd. bridge out



## Future Volume Comparison Alternative 3(1997) vs. Community Plan(1987)

City Of San Diego • Community and Economic Development Dept.  
Transportation Planning Section

Univ. st.vol.forecast  
2-19-87 JAA

**UNIVERSITY FOCUSED TRANSPORTATION STUDY**

**BUILDOUT MODEL**

**NETWORK ALTERNATIVES**

	<b>Genesee Avenue</b>	<b>Regents Bridge</b>
● <b>Alternative 1</b>	6 lanes	In
● <b>Alternative 2</b>	6 lanes	Out
● <b>Alternative 3</b>	4 lanes	Out
● <b>Alternative 4</b>	4 lanes	In

All alternatives include the extension of Nobel Drive from Judicial Drive to Miramar Road and the I-805/Nobel Drive half-diamond interchange.

● **UNIVERSITY FOCUSED TRANSPORTATION STUDY**  
**BUILDOUT MODEL**  
**NETWORK ALTERNATIVES**

	<b>Genesee Avenue</b>	<b>Regents Bridge</b>
● <b>Alternative 5</b>	6 lanes	In
● <b>Alternative 6</b>	6 lanes	Out
● <b>Alternative 7</b>	4 lanes	Out
● <b>Alternative 8</b>	4 lanes	In

*With 20% Reduction of Trip Generation on  
Undeveloped Parcels Without Active Permits*

● All alternatives include the extension of Nobel Drive from Judicial Drive to Miramar Road and the I-805/Nobel Drive half-diamond interchange.

## Development Levels within the University Community

1995 Vehicle Trip Ends ..... 623,684

Buildout Vehicle Trip Ends ..... 764,444

Percent Builtout in 1995 ..... 82 %

### Undeveloped Parcels w/o Active Permits

Land Use Type	Intensity	Vehicle Trips	20% Trip Reduction
Industrial	442 KSF	6,188	1,238
Science / Research	3,183 KSF	29,862	5,972
Residential	801 DUs	3,688	738
SR / VC / Office	500 KSF	6,000	1,200
<b>TOTAL</b>		<b>45,738</b>	<b>9,148</b>

Undeveloped Parcels w/o Active Permits Percent of Buildout ..... 6 %

Undeveloped Parcels w/ Active Permits Percent of Buildout ..... 12 %

## University Focused Transportation Study

Average Daily Traffic Volume and Level of Service Summary Comparisons  
(With 20 % Reduction on Undeveloped Parcels Without Active Permits)

Land Use	Future Buildout of University Community							
Road Segment	<i>Alternative 5*</i> Genesee Av-6 lanes Regents Bridge - In		<i>Alternative 6*</i> Genesee Av-6 lanes Regents Bridge - Out		<i>Alternative 7*</i> Genesee Av-4 lanes Regents Bridge - Out		<i>Alternative 8*</i> Genesee Av-4 lanes Regents Bridge - In	
	ADT	LOS	ADT	LOS	ADT	LOS	ADT	LOS
Genesee Avenue SR-52 - Governor	30,000	C	40,000	C/D	40,000	E/F	30,000	C/D
Governor - Nobel	30,000	C	45,000	D/E	45,000	F	30,000	C/D
Regents Road SR-52 - Governor	25,000	C	18,000	B	18,000	B	25,000	C
Governor - Arriba	22,000	B	1,500	A	1,500	A	22,000	C
Governor Drive Regents-Genesee	12,000	C	20,000	C/D	18,000	C/D	12,000	C
Genesee - I-805	25,000	C	28,000	C	28,000	C	25,000	C

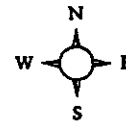
\* All future alternatives have the same Community Plan land use and street network assumptions except as noted.



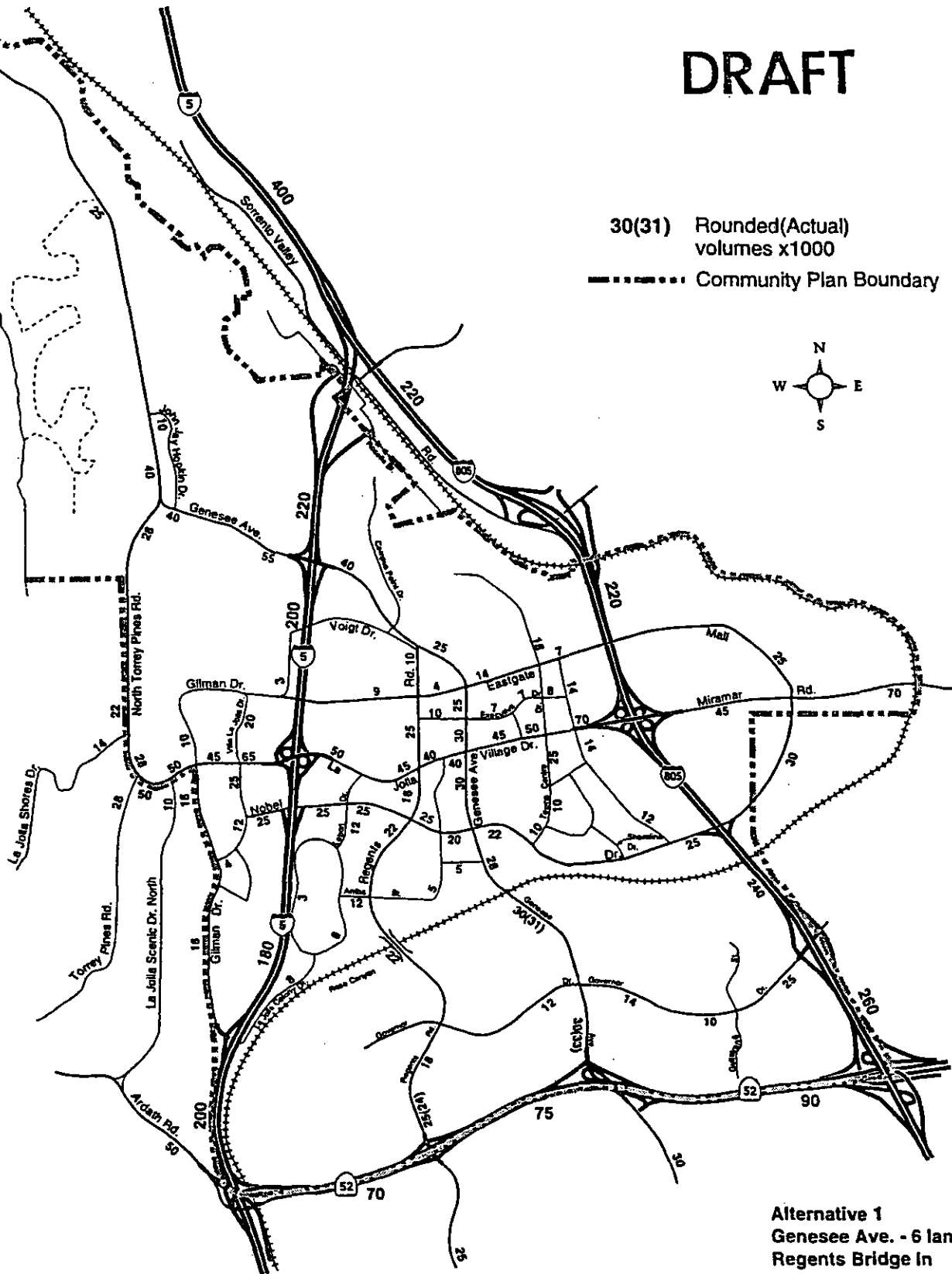
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30(31) Rounded(Actual)  
volumes x1000

----- Community Plan Boundary



Pacific  
Ocean



Alternative 1  
Genesee Ave. - 6 lanes  
Regents Bridge In

6-10-97

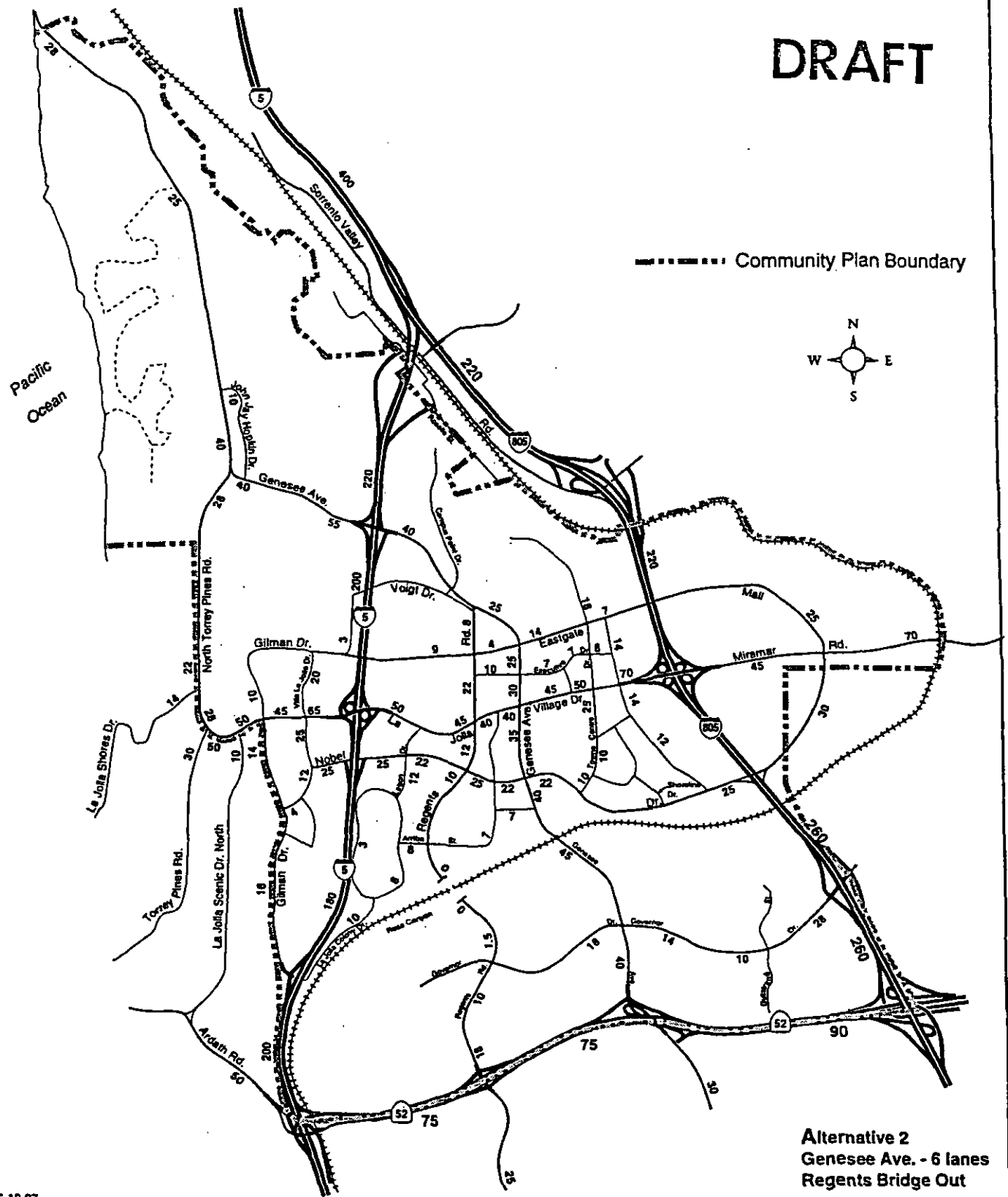


## Year 2015 Model Daily Traffic Volumes (x1000) University Focused Transportation Study

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Transportation Planning Section

6-10-97 JAA  
Univ.univ traf maps

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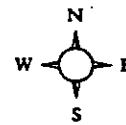
## Year 2015 Model Daily Traffic Volumes (x1000) University Focused Transportation Study

City Of San Diego • Community and Economic Development Dept.  
Transportation Planning Section

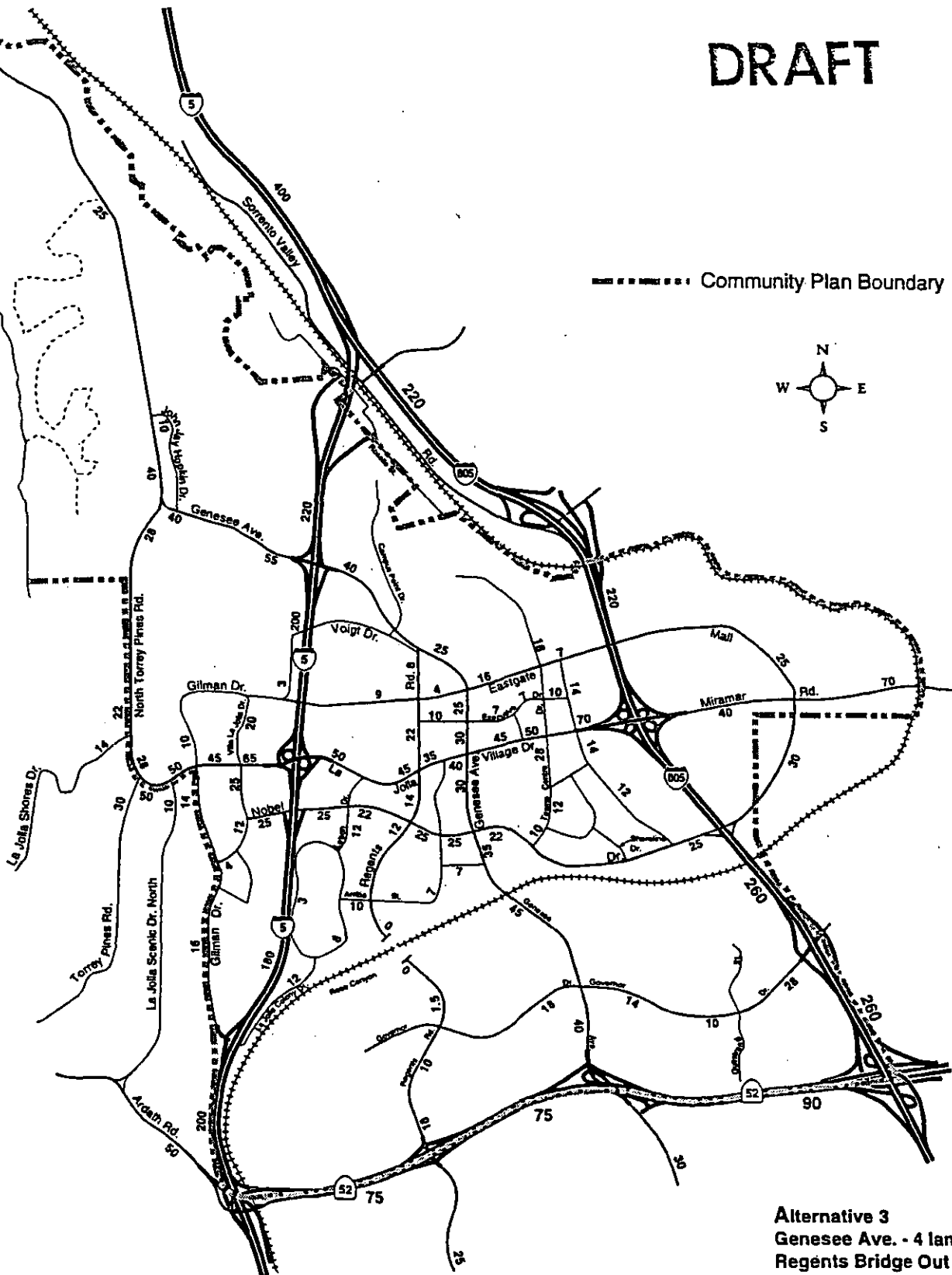
6-10-97 JAA  
Univ. univ traf maps

# DRAFT

----- Community Plan Boundary



Pacific Ocean



6-10-97

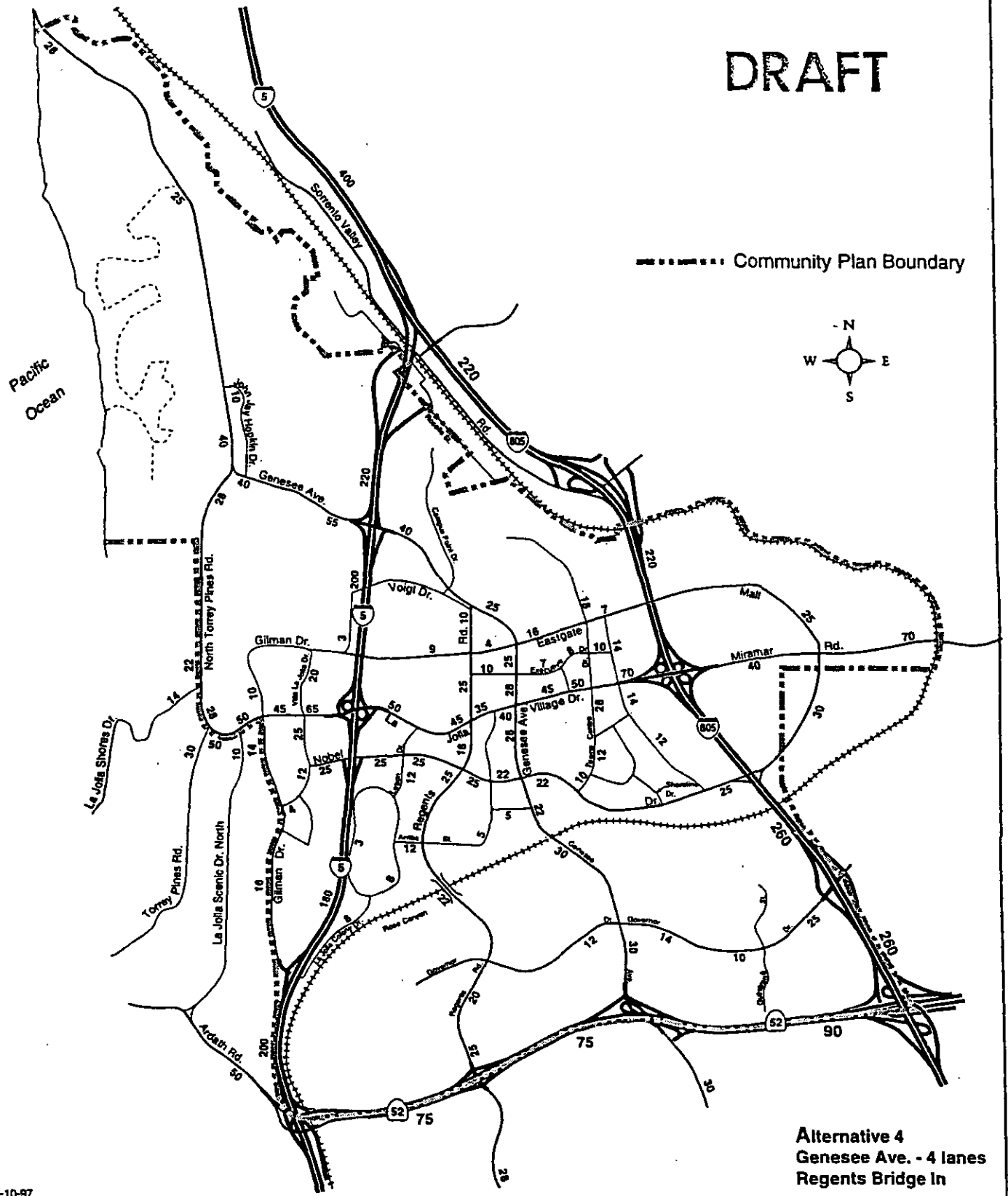


## Year 2015 Model Daily Traffic Volumes (x1000) University Focused Transportation Study

City Of San Diego • Community and Economic Development Dept.  
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6-10-97



## Year 2015 Model Daily Traffic Volumes (x1000) University Focused Transportation Study

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Transportation Planning Section

6-10-97 JAA  
Univ.univ traf maps

## Average Daily Traffic Volume and Level of Service Summary Comparisons

\* All future alternatives have the same Community Plan land use and street network assumptions except as noted.

TABLE 5  
PM PEAK HOUR LEVEL OF SERVICE  
FOR SELECTED UNIVERSITY INTERSECTIONS

DRAFT

NO.	INTERSECTION	CONTROL	1995		Alternative 1		Alternative 2		(No Project) Alternative 3		Alternative 4	
			LOS <sup>1</sup>	DELAY <sup>1</sup> (sec/veh)	LOS <sup>1</sup>	DELAY <sup>1</sup> (sec/veh)	LOS <sup>1</sup>	DELAY <sup>1</sup> (sec/veh)	LOS <sup>1</sup>	DELAY <sup>1</sup> (sec/veh)	LOS <sup>1</sup>	DELAY <sup>1</sup> (sec/veh)
1	Governor Drive/Genesee Avenue	Signalized	F	81.2 <sup>2</sup>	D	36.6	D/E <sup>3</sup>	*	F	109.8 <sup>2</sup>	F	78.7 <sup>2</sup>
2	Governor Drive/Regents Road	Signalized	C	22.1	D	27.9	D	26.9	D	26.9	D	36.5
3	Nobel Drive/Genesee Avenue	Signalized	D	33.4	D	37.5	D/E <sup>3</sup>	*	F	67.1 <sup>2</sup>	D	38.3
4	Nobel Drive/Regents Road	Signalized	D	29.2	D	33.0	D	34.1	D	34.4	D	33.4
5	La Jolla Village Dr/Towne Center Dr	Signalized	E	41.5	F	64.6 <sup>2</sup>	F	63.9 <sup>2</sup>	F	73.8 <sup>2</sup>	F	64.4 <sup>2</sup>
6	La Jolla Village Dr./Genesee Av.	Signalized	E	40.7	E	49.3	E	47.7	E	47.7	E	48.2
7	La Jolla Village Drive/Regents Road	Signalized	D	31.1	E	41.0	E	40.2	E	43.8	E	41.0
8	SR-52 EB on/off/Genesee Avenue	Signalized	E	45.8 <sup>2</sup>	C	24.8	D	26.6	F	63.8 <sup>2</sup>	F	77.0 <sup>2</sup>
9	SR-52 WB on/off/Regents Road	Signalized	C	17.2	C	21.0	C	19.8	C	20.1	C	21.4
10	SR-52 EB on/off/Regents Road	Signalized	C	20.8	D	28.5	C	22.2	D	27.0	D	28.3

<sup>1</sup> Intersection Level of Service (LOS) and delay are calculated based on the Highway Capacity Manual, using the HCS Software (except where noted)

<sup>2</sup> HCS Software unable to calculate delay; "Average delay" calculated using Signal 94 Software

<sup>3</sup> Includes intersection improvements as part of the Genesee Avenue project

\* Level of Service controlled by the segment

Alternative 1: Genesee Avenue - 6 lanes    Regents Bridge - In  
Alternative 2: Genesee Avenue - 6 lanes    Regents Bridge - Out  
Alternative 3: Genesee Avenue - 4 lanes    Regents Bridge - Out  
Alternative 4: Genesee Avenue - 4 lanes    Regents Bridge - In

**INTERSECTION EVALUATION CRITERIA**

The levels of service for signalized intersections are calculated using the operations analysis methodology of the 1994 Highway Capacity Manual. This method assesses the effects of signals (type, timing, phasing, and progression), vehicle mix, and geometries on delay. Level of Service designations are based solely on the criterion of calculated average stopped delay per vehicle, since delay is a measure of driver discomfort, frustration, fuel consumption, and increased travel time. The Table below summarizes the relationship between LOS and delay. The tabulated delay criterion may be applied in assigning LOS designations to individual lane groups or intersection approaches, or to entire intersections.

**LEVEL OF SERVICE CRITERIA FOR  
SIGNALIZED INTERSECTIONS\***

Level of Service	Stopped Delay Per Vehicle (seconds)
A	≤5.0
B	5.1 to 15.0
C	15.1 to 25.0
D	25.1 to 40.0
E	40.1 to 60.0
F	>60.0

\*Source: Transportation Research Board, Special Report 209, Highway Capacity Manual, Washington, D.C., 1994

TABLE 6

**DRAFT**

**INTERSECTION IMPROVEMENTS  
AND  
PM PEAK HOUR LEVEL OF SERVICE**

For Selected Signalized Intersections in University

**Alternative 1 : Genesee Avenue - 6 lanes    Regents Bridge - In**

NO.	INTERSECTION	BEFORE		ADDITIONAL INTERSECTION IMPROVEMENTS			
		LOS <sup>1</sup>	AVG. DELAY <sup>1</sup> (sec/veh)	IMPROVEMENTS	ESTIMATED COST (\$)	LOS <sup>1</sup>	AVG. DELAY <sup>1</sup> (sec/veh)
5	La Jolla Village Dr/Towne Center Dr	F	64.6 <sup>2</sup>	Add 4th WB thru lane, Signal phasing & timing adjustments	1,000,000	D	31.6
6	La Jolla Village Dr./Genesee Av.	E	49.3	Signal phasing & timing adjustments	0	D	37.8
7	La Jolla Village Drive/Regents Road	E	41.0	Signal phasing & timing adjustments	0	D	33.1

<sup>1</sup> Intersection Level of Service (LOS) and delay are calculated based on the Highway Capacity Manual, using the HCS Software (except where noted)

<sup>2</sup> HCS Software unable to calculate delay; "Average delay" calculated using Signal 94 Software

WB = Westbound



TABLE 7

INTERSECTION IMPROVEMENTS  
AND  
PM PEAK HOUR LEVEL OF SERVICE

For Selected Signalized Intersections in University

Alternative 2 : Genesee Avenue - 6 lanes    Regents Bridge - Out

NO.	INTERSECTION	BEFORE		ADDITIONAL INTERSECTION IMPROVEMENTS			
		LOS <sup>1</sup>	AVG. DELAY <sup>1</sup> (sec/veh)	IMPROVEMENTS	ESTIMATED COST (\$)	LOS <sup>1</sup>	AVG. DELAY <sup>1</sup> (sec/veh)
5	La Jolla Village Dr/Towne Center Dr	F	63.9 <sup>2</sup>	Add 4th WB thru lane	1,000,000	D	37.3
6	La Jolla Village Dr./Genesee Av.	E	47.7	Signal phasing & timing adjustments	0	D	36.0
7	La Jolla Village Drive/Regents Road	E	40.2	Add NB right-turn overlap signal phase	10,000	D	38.3

<sup>1</sup> Intersection Level of Service (LOS) and delay are calculated based on the Highway Capacity Manual, using the HCS Software (except where noted)

<sup>2</sup> HCS Software unable to calculate delay; "Average delay" calculated using Signal 94 Software

NB = Northbound

WB = Westbound

TABLE 8

**DRAFT**

**INTERSECTION IMPROVEMENTS  
AND  
PM PEAK HOUR LEVEL OF SERVICE**

For Selected Signalized Intersections in University

**Alternative 4 : Genesee Avenue - 4 lanes    Regents Bridge - In**

NO.	INTERSECTION	BEFORE		ADDITIONAL INTERSECTION IMPROVEMENTS			
		LOS <sup>1</sup>	AVG. DELAY <sup>1</sup> (sec/veh)	IMPROVEMENTS	ESTIMATED COST (\$)	LOS <sup>1</sup>	AVG. DELAY <sup>1</sup> (sec/veh)
1	Governor Drive/Genesee Avenue	F	78.7 <sup>2</sup>	Add 3rd NB & SB TH Lane, Add SB RT Lane, Add SB RT overlap signal phase, Add 2nd WB LT Lane	500,000	D	37.3
5	La Jolla Village Dr/Towne Center Dr	F	64.4 <sup>2</sup>	Add 4th WB thru lane	1,000,000	D	34.1
6	La Jolla Village Dr./Genesee Av.	E	48.2	Signal phasing & timing adjustments	0	D	36.4
7	La Jolla Village Drive/Regents Road	E	41.0	Signal phasing & timing adjustments	0	D	33.1
8	SR-52 EB on/off/Genesee Avenue	F	77.0 <sup>2</sup>	Add 2nd SB LT Lane & Eliminate NB Free RT	200,000	C	22.1

<sup>1</sup> Intersection Level of Service (LOS) and delay are calculated based on the Highway Capacity Manual, using the HCS Software (except where noted)

<sup>2</sup> HCS Software unable to calculate delay; "Average delay" calculated using Signal 94 Software

NB = Northbound  
SB = Southbound  
WB = Westbound

LT = Left-turn  
TH = Thru  
RT = Right-turn

Table 9

## GENESEE AVE. (GOVERNOR DR. TO CALGARY DR.)

## Travel Utilization By Area

AREA	% UTILIZING GENESEE AVE.
North University	44.8
South University	21.6
Outside University	33.6

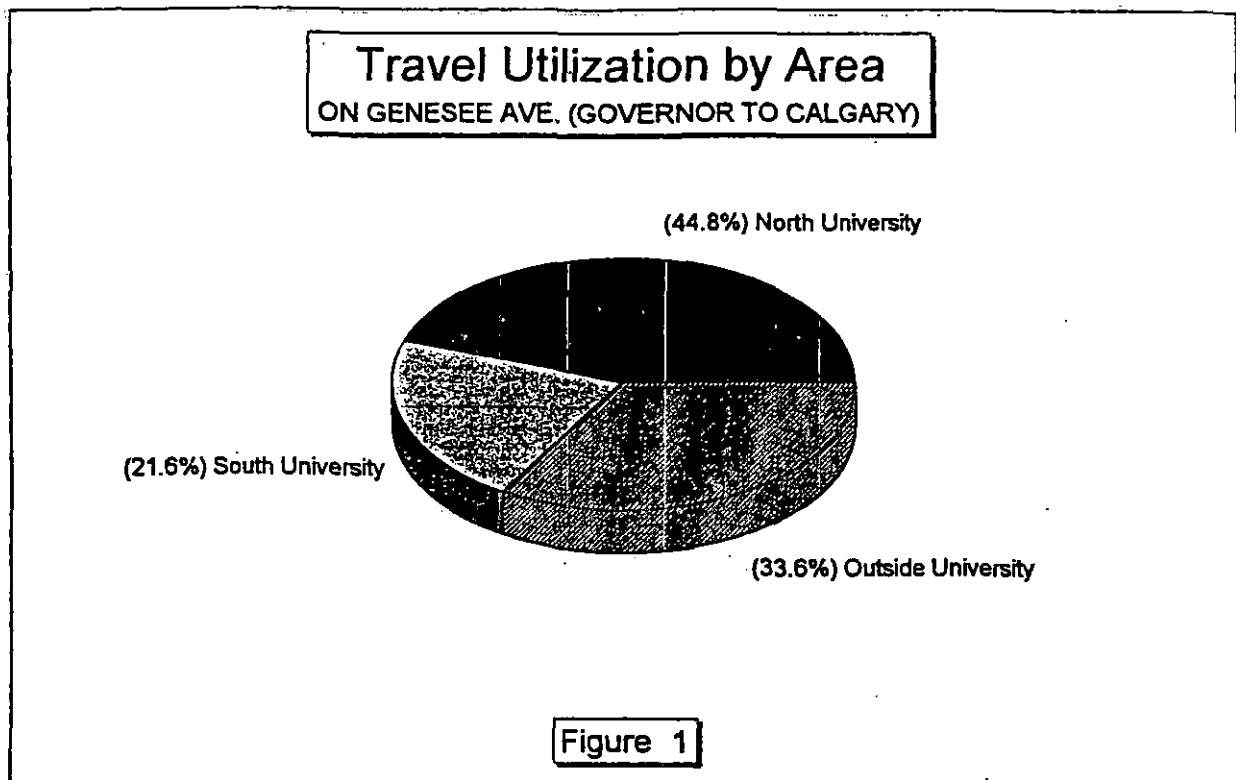


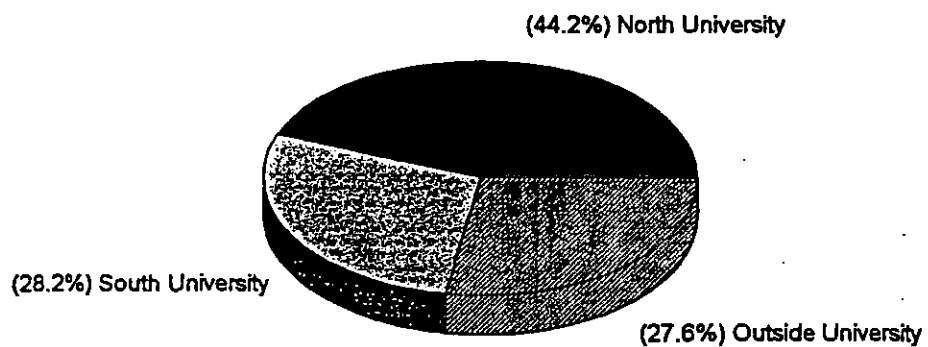
Table 10

**REGENTS ROAD BRIDGE**

## Travel Utilization By Area

AREA	% UTILIZING REGENTS RD. BRIDGE
North University	44.2
South University	28.2
Outside University	27.6

**Travel Utilization by Area**  
ON REGENTS ROAD BRIDGE

**Figure 2**

**TABLE 11**  
**ADT AND LOS COMPARISON**  
**1987 Community Plan vs. 1997 Focused Transportation Study**  
**for Selected University Street Segments**

STREET SEGMENT	LIMITS	1987 COMMUNITY PLAN FORECAST		1997 FOCUSED TRANSPORTATION STUDY (Alternative 1) <sup>1</sup>	
		ADT (x1000)	LOS	ADT (x1000)	LOS
Regents Road	Arriba Drive to Nobel Drive	45	F	22	C
Nobel Drive	Regents Road to Genesee Avenue	55	F	25	B
La Jolla Village Drive	Genesee Avenue to Towne Centre Drive	65	F	50	C/D
La Jolla Village Drive	Towne Centre Drive to I-805	70	D	70	D
Genesee Avenue	I-5 to Campus Point Drive	70	F	40	C
Genesee Avenue	John Jay Hopkins Drive to I-5	65	F	55	D/E
Regents Road	SR-52 to Governor Drive	40	E/F	25	C
Regents Road	Governor Drive to Arriba Drive	40	E/F	22	C
La Jolla Village Drive	I-5 to Lebon Drive	60	E/F	50	C/D
La Jolla Village Drive	Lebon Drive to Regents Road	60	E/F	45	C
La Jolla Village Drive	Regents Road to Genesee Avenue	60	E/F	40	C
Genesee Avenue	Eastgate Mall to Nobel Drive	50	E/F	30	C
Genesee Avenue <sup>2</sup>	Nobel Drive to Governor Drive	55	D/E	30	C
Genesee Avenue <sup>2</sup>	Governor Drive to SR-52	50	C/D	30	C

<sup>1</sup>Alternative 1: Genesee Avenue - 6 lanes, Regents Bridge - In

<sup>2</sup>For comparison purposes

## **UNIVERSITY FOCUSED TRANSPORTATION STUDY**

### **List of Appendices**

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## **APPENDIX I**

1995 Base Year

Land Use Information

UNIVERSITY FOCUSED TRANSPORTATION STUDY  
1995 BASE YEAR

PAGE 1

LAND USE REPORT

ZONE	CODE	LAND USE	INTENSITY
1670	7603	OPEN SPACE	380.1 AC
1670	7604	ACTIVE BEACH	190.0 AC
1670	9101	VACANT	1.9 AC
1670	9999	UNUSABLE	76.5 AC
1672	4112	FREEWAY	12.4 AC
1672	4116	PARK AND RIDE LOT	2.0 AC
1672	4119	OTHER TRANSPORTATION	10.9 AC
1672	7603	OPEN SPACE	298.1 AC
1672	9999	UNUSABLE	417.6 AC
1768	1501	HOTEL, MOTEL, OR RESORT	15.3 AC
1768	2101	INDUSTRIAL PARK	1.6 AC
1768	7204	GOLF COURSE	276.5 AC
1768	7601	ACTIVE PARK	22.4 AC
1768	7603	OPEN SPACE	20.8 AC
1768	9999	UNUSABLE	9.1 AC
1770	2101	INDUSTRIAL PARK	13.7 AC
1770	6002	LOW RISE OFFICE	13.7 AC
1770	7603	OPEN SPACE	2.2 AC
1770	9999	UNUSABLE	61.0 AC
1791	2101	INDUSTRIAL PARK	90.3 AC
1791	2103	LIGHT INDUSTRY	6.7 AC
1791	9101	VACANT	16.1 AC
1791	9999	UNUSABLE	76.8 AC
1830	2101	INDUSTRIAL PARK	96.8 AC
1830	4112	FREEWAY	19.8 AC
1830	9101	VACANT	19.4 AC
1830	9999	UNUSABLE	246.8 AC
1837	2101	INDUSTRIAL PARK	22.6 AC
1837	2103	LIGHT INDUSTRY	9.4 AC
1837	6502	HOSPITAL	8.0 AC
1837	9101	VACANT	31.6 AC
1837	9999	UNUSABLE	20.3 AC
1841	6002	LOW RISE OFFICE	24.0 AC
1841	6502	HOSPITAL	30.0 AC
1841	9101	VACANT	.8 AC
1841	9999	UNUSABLE	2.2 AC



UNIVERSITY FOCUSED TRANSPORTATION STUDY  
1995 BASE YEAR

PAGE 2

LAND USE REPORT

ZONE	CODE	LAND USE	INTENSITY
1847	2101	INDUSTRIAL PARK	106.3 AC
1847	2103	LIGHT INDUSTRY	11.6 AC
1847	4112	FREEWAY	17.1 AC
1847	6801	SDSU OR UCSD	.0 AC
1847	9101	VACANT	2.6 AC
1847	9999	UNUSABLE	154.3 AC
1856	101	SINGLE FAMILY	2.0 DU
1856	2101	INDUSTRIAL PARK	21.1 AC
1856	7603	OPEN SPACE	7.4 AC
1856	7604	ACTIVE BEACH	116.9 AC
1856	9101	VACANT	1.7 AC
1856	9999	UNUSABLE	4.1 AC
1865	2101	INDUSTRIAL PARK	8.0 AC
1865	2103	LIGHT INDUSTRY	.4 AC
1865	6002	LOW RISE OFFICE	.4 AC
1865	9101	VACANT	36.6 AC
1865	9999	UNUSABLE	107.0 AC
1871	102	MULTI-FAMILY	47.0 DU
1871	1402	DORMITORY	8.4 AC
1871	4112	FREEWAY	6.6 AC
1871	6002	LOW RISE OFFICE	.7 AC
1871	6810	UCSD COUNTS	106.0 TRIPS (x100)
1871	7601	ACTIVE PARK	1.5 AC
1871	9101	VACANT	137.8 AC
1871	9999	UNUSABLE	1.4 AC
1874	2101	INDUSTRIAL PARK	34.0 AC
1874	2103	LIGHT INDUSTRY	1.2 AC
1874	4112	FREEWAY	10.3 AC
1874	5001	WHOLESALE TRADE	13.0 AC
1874	9101	VACANT	12.6 AC
1874	9999	UNUSABLE	101.1 AC
1875	4112	FREEWAY	8.2 AC
1875	6502	HOSPITAL	46.9 AC
1875	6801	SDSU OR UCSD	15.8 AC
1876	2101	INDUSTRIAL PARK	4.5 AC
1876	4112	FREEWAY	3.4 AC
1876	9101	VACANT	63.1 AC
1876	9999	UNUSABLE	57.0 AC

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LAND USE REPORT

ZONE	CODE	LAND USE	INTENSITY
1879	2101	INDUSTRIAL PARK	16.4 AC
1879	2103	LIGHT INDUSTRY	6.5 AC
1879	2104	WAREHOUSING OR STORAGE	5.8 AC
1879	5001	WHOLESALE TRADE	17.2 AC
1879	5009	OTHER RETAIL	23.4 AC
1879	9101	VACANT	.2 AC
1879	9999	UNUSABLE	72.7 AC
1880	2101	INDUSTRIAL PARK	15.1 AC
1880	9101	VACANT	5.4 AC
1880	9999	UNUSABLE	40.7 AC
1884	6810	UCSD COUNTS	65.0 TRIPS (x100)
1886	102	MULTI-FAMILY	250.0 DU
1886	6109	OTHER PUBLIC SERVICE	1.3 AC
1886	9999	UNUSABLE	10.4 AC
1887	102	MULTI-FAMILY	356.0 DU
1887	9999	UNUSABLE	11.2 AC
1888	2101	INDUSTRIAL PARK	52.2 AC
1888	2103	LIGHT INDUSTRY	9.5 AC
1888	2104	WAREHOUSING OR STORAGE	5.3 AC
1888	9101	VACANT	.4 AC
1888	9999	UNUSABLE	59.2 AC
1889	4112	FREEWAY	9.7 AC
1889	6502	HOSPITAL	.0 AC
1889	6801	SDSU OR UCSD	156.6 AC
1890	4112	FREEWAY	13.9 AC
1890	5001	WHOLESALE TRADE	.0 AC
1890	9999	UNUSABLE	171.1 AC
1891	6810	UCSD COUNTS	72.0 TRIPS (x100)
1892	4112	FREEWAY	31.6 AC
1892	9101	VACANT	5.1 AC
1892	9999	UNUSABLE	182.2 AC
1893	4113	COMMUNICATION OR UTILITY	1.7 AC

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LAND USE REPORT

ZONE	CODE	LAND USE	INTENSITY
1893	6002	LOW RISE OFFICE	3.0 AC
1893	6105	FIRE OR POLICE STATION	2.8 AC
1893	6804	SENIOR HIGH SCHOOL	33.4 AC
1893	7601	ACTIVE PARK	10.4 AC
1894	2103	LIGHT INDUSTRY	2.7 AC
1894	4112	FREEWAY	2.8 AC
1894	9101	VACANT	14.2 AC
1894	9999	UNUSABLE	13.1 AC
1896	2101	INDUSTRIAL PARK	7.8 AC
1896	9101	VACANT	8.4 AC
1896	9999	UNUSABLE	3.4 AC
1897	6002	LOW RISE OFFICE	15.0 AC
1897	9101	VACANT	10.4 AC
1897	9999	UNUSABLE	4.8 AC
1898	6001	HIGH RISE OFFICE	1.2 AC
1898	6002	LOW RISE OFFICE	7.8 AC
1898	6102	CHURCH	5.1 AC
1898	9101	VACANT	.3 AC
1898	9999	UNUSABLE	4.4 AC
1899	6810	UCSD COUNTS	56.0 TRIPS (x100)
1900	4112	FREEWAY	7.7 AC
1900	9101	VACANT	36.3 AC
1901	6810	UCSD COUNTS	112.0 TRIPS (x100)
1902	4112	FREEWAY	8.3 AC
1902	6501	MAJOR HOSPITAL	33.4 AC
1902	6810	UCSD COUNTS	73.0 TRIPS (x100)
1903	6001	HIGH RISE OFFICE	3.7 AC
1903	9101	VACANT	9.3 AC
1903	9999	UNUSABLE	3.1 AC
1904	102	MULTI-FAMILY	95.0 DU
1904	1501	HOTEL, MOTEL, OR RESORT	5.3 AC
1904	9101	VACANT	5.1 AC

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LAND USE REPORT

ZONE	CODE	LAND USE	INTENSITY
1904	9999	UNUSABLE	1.1 AC
1905	6001	HIGH RISE OFFICE	8.0 AC
1905	6002	LOW RISE OFFICE	14.1 AC
1905	9101	VACANT	1.3 AC
1905	9999	UNUSABLE	2.3 AC
1906	102	MULTI-FAMILY	847.0 DU
1906	4112	FREEWAY	5.9 AC
1906	6801	SDSU OR UCSD	31.7 AC
1908	1501	HOTEL, MOTEL, OR RESORT	3.5 AC
1908	5009	OTHER RETAIL	8.3 AC
1908	6001	HIGH RISE OFFICE	2.0 AC
1908	6002	LOW RISE OFFICE	7.0 AC
1908	7601	ACTIVE PARK	2.8 AC
1908	9101	VACANT	8.0 AC
1908	9999	UNUSABLE	.6 AC
1910	4112	FREEWAY	16.1 AC
1910	9101	VACANT	7.0 AC
1910	9999	UNUSABLE	45.4 AC
1911	6001	HIGH RISE OFFICE	10.0 AC
1911	9101	VACANT	21.1 AC
1911	9999	UNUSABLE	2.2 AC
1912	5002	REGIONAL SHOPPING CENTER	72.7 AC
1912	9101	VACANT	.3 AC
1912	9999	UNUSABLE	.3 AC
1914	5004	NEIGHBORHOOD SHOPPING CENTER	3.7 AC
1914	9101	VACANT	21.2 AC
1914	9999	UNUSABLE	2.7 AC
1915	102	MULTI-FAMILY	1400.0 DU
1915	6001	HIGH RISE OFFICE	.6 AC
1915	9101	VACANT	8.0 AC
1915	9999	UNUSABLE	2.2 AC
1916	1501	HOTEL, MOTEL, OR RESORT	3.8 AC
1916	4112	FREEWAY	5.7 AC
1916	5009	OTHER RETAIL	3.9 AC

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LAND USE REPORT

ZONE	CODE	LAND USE	INTENSITY
1916	6001	HIGH RISE OFFICE	9.2 AC
1916	6002	LOW RISE OFFICE	1.0 AC
1916	9101	VACANT	.9 AC
1916	9999	UNUSABLE	4.4 AC
1917	1501	HOTEL, MOTEL, OR RESORT	8.8 AC
1917	4112	FREEWAY	4.1 AC
1917	5009	OTHER RETAIL	6.0 AC
1917	6002	LOW RISE OFFICE	11.2 AC
1918	102	MULTI-FAMILY	74.0 DU
1918	1501	HOTEL, MOTEL, OR RESORT	6.3 AC
1918	4118	ROADS	.4 AC
1920	102	MULTI-FAMILY	635.0 DU
1922	101	SINGLE FAMILY	56.0 DU
1922	102	MULTI-FAMILY	257.0 DU
1922	5002	REGIONAL SHOPPING CENTER	6.2 AC
1922	9101	VACANT	.3 AC
1922	9999	UNUSABLE	8.6 AC
1923	102	MULTI-FAMILY	200.0 DU
1923	9101	VACANT	3.7 AC
1923	9999	UNUSABLE	.3 AC
1924	102	MULTI-FAMILY	584.0 DU
1924	1501	HOTEL, MOTEL, OR RESORT	1.1 AC
1924	6002	LOW RISE OFFICE	1.9 AC
1925	4112	FREEWAY	3.7 AC
1925	7601	ACTIVE PARK	5.9 AC
1925	9101	VACANT	31.5 AC
1925	9999	UNUSABLE	38.8 AC
1927	102	MULTI-FAMILY	685.0 DU
1927	4112	FREEWAY	2.0 AC
1927	6001	HIGH RISE OFFICE	2.2 AC
1927	6002	LOW RISE OFFICE	10.7 AC
1927	9101	VACANT	.8 AC
1928	4112	FREEWAY	2.8 AC
1928	5003	COMMUNITY SHOPPING CENTER	18.4 AC

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LAND USE REPORT

ZONE	CODE	LAND USE	INTENSITY
1929	5004	NEIGHBORHOOD SHOPPING CENTER	16.5 AC
1929	9101	VACANT	13.3 AC
1929	9999	UNUSABLE	5.1 AC
1930	102	MULTI-FAMILY	36.0 DU
1930	5004	NEIGHBORHOOD SHOPPING CENTER	4.4 AC
1931	102	MULTI-FAMILY	754.0 DU
1932	102	MULTI-FAMILY	615.0 DU
1933	102	MULTI-FAMILY	116.0 DU
1933	4112	FREEWAY	3.7 AC
1933	5003	COMMUNITY SHOPPING CENTER	28.6 AC
1933	5007	COMMUNITY SC ADJUSTMENT	100.0 TRIPS (x100)
1934	102	MULTI-FAMILY	339.0 DU
1935	102	MULTI-FAMILY	400.0 DU
1935	7601	ACTIVE PARK	1.8 AC
1935	9999	UNUSABLE	3.2 AC
1936	102	MULTI-FAMILY	249.0 DU
1936	7601	ACTIVE PARK	16.7 AC
1936	9101	VACANT	4.5 AC
1937	102	MULTI-FAMILY	256.0 DU
1937	7602	PASSIVE PARK	7.2 AC
1937	9101	VACANT	7.5 AC
1937	9999	UNUSABLE	47.9 AC
1938	102	MULTI-FAMILY	444.0 DU
1938	4112	FREEWAY	3.4 AC
1938	6102	CHURCH	5.0 AC
1938	9999	UNUSABLE	.9 AC
1939	102	MULTI-FAMILY	780.0 DU
1939	7602	PASSIVE PARK	19.8 AC
1939	9999	UNUSABLE	2.1 AC

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LAND USE REPORT

ZONE	CODE	LAND USE	INTENSITY
1941	102	MULTI-FAMILY	474.0 DU
1942	102	MULTI-FAMILY	943.0 DU
1943	102	MULTI-FAMILY	820.0 DU
1944	102	MULTI-FAMILY	548.0 DU
1944	9999	UNUSABLE	.1 AC
1947	102	MULTI-FAMILY	168.0 DU
1947	6806	ELEMENTARY SCHOOL	14.6 AC
1947	7601	ACTIVE PARK	7.2 AC
1948	101	SINGLE FAMILY	252.0 DU
1948	4112	FREEWAY	4.9 AC
1948	4116	PARK AND RIDE LOT	2.1 AC
1948	7601	ACTIVE PARK	2.5 AC
1948	7602	PASSIVE PARK	26.4 AC
1948	9999	UNUSABLE	12.0 AC
1949	102	MULTI-FAMILY	457.0 DU
1949	7602	PASSIVE PARK	13.4 AC
1950	102	MULTI-FAMILY	200.0 DU
1950	4112	FREEWAY	1.7 AC
1950	9101	VACANT	3.0 AC
1950	9999	UNUSABLE	1.0 AC
1954	101	SINGLE FAMILY	694.0 DU
1954	7602	PASSIVE PARK	34.5 AC
1954	9999	UNUSABLE	9.4 AC
1955	102	MULTI-FAMILY	729.0 DU
1955	4112	FREEWAY	24.1 AC
1955	7602	PASSIVE PARK	4.2 AC
1955	9999	UNUSABLE	5.5 AC
1956	102	MULTI-FAMILY	20.0 DU
1956	5004	NEIGHBORHOOD SHOPPING CENTER	7.5 AC
1957	6804	SENIOR HIGH SCHOOL	47.4 AC

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LAND USE REPORT

ZONE	CODE	LAND USE	INTENSITY
1957	7602	PASSIVE PARK	25.1 AC
1958	102	MULTI-FAMILY	1200.0 DU
1958	4112	FREEWAY	7.5 AC
1958	7601	ACTIVE PARK	5.3 AC
1958	9999	UNUSABLE	48.8 AC
1959	102	MULTI-FAMILY	525.0 DU
1959	7602	PASSIVE PARK	11.0 AC
1959	9999	UNUSABLE	2.1 AC
1960	102	MULTI-FAMILY	477.0 DU
1960	7602	PASSIVE PARK	5.7 AC
1961	101	SINGLE FAMILY	705.0 DU
1961	102	MULTI-FAMILY	61.0 DU
1961	5004	NEIGHBORHOOD SHOPPING CENTER	3.0 AC
1961	7602	PASSIVE PARK	61.9 AC
1961	9999	UNUSABLE	10.2 AC
1962	102	MULTI-FAMILY	340.0 DU
1962	7602	PASSIVE PARK	5.6 AC
1964	101	SINGLE FAMILY	200.0 DU
1964	102	MULTI-FAMILY	119.0 DU
1964	5008	GAS STATION W/FOOD MRT	1.0 STA
1964	6804	SENIOR HIGH SCHOOL	6.0 AC
1964	6806	ELEMENTARY SCHOOL	11.3 AC
1964	9999	UNUSABLE	10.2 AC
1966	101	SINGLE FAMILY	326.0 DU
1966	4112	FREEWAY	3.5 AC
1966	5004	NEIGHBORHOOD SHOPPING CENTER	1.0 AC
1966	6102	CHURCH	3.7 AC
1966	7602	PASSIVE PARK	125.8 AC
1967	4112	FREEWAY	8.3 AC
1967	6005	GREENWICH DR. OFFICES	51.8 AC
1967	6102	CHURCH	4.6 AC
1967	7602	PASSIVE PARK	4.7 AC
1967	9101	VACANT	13.3 AC
1967	9999	UNUSABLE	1.2 AC



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LAND USE REPORT

ZONE	CODE	LAND USE	INTENSITY
1968	101	SINGLE FAMILY	40.0 DU
1968	7601	ACTIVE PARK	11.0 AC
1968	9999	UNUSABLE	17.6 AC
1970	101	SINGLE FAMILY	299.0 DU
1970	102	MULTI-FAMILY	243.0 DU
1970	4112	FREEWAY	11.2 AC
1970	5004	NEIGHBORHOOD SHOPPING CENTER	2.0 AC
1970	6102	CHURCH	2.0 AC
1970	6805	JUNIOR HIGH OR MIDDLE SCHOOL	18.8 AC
1970	6806	ELEMENTARY SCHOOL	7.9 AC
1970	7601	ACTIVE PARK	17.3 AC
1970	7603	OPEN SPACE	17.9 AC
1971	5004	NEIGHBORHOOD SHOPPING CENTER	7.0 AC
1971	5008	GAS STATION W/FOOD MRT	1.0 STA
1971	5010	FAST FOOD RESTAURANT	4.0 KSF
1971	6103	LIBRARY	1.2 AC
1972	101	SINGLE FAMILY	470.0 DU
1972	102	MULTI-FAMILY	329.0 DU
1972	4112	FREEWAY	8.5 AC
1972	5004	NEIGHBORHOOD SHOPPING CENTER	2.5 AC
1972	9999	UNUSABLE	33.5 AC
1973	101	SINGLE FAMILY	232.0 DU
1973	4112	FREEWAY	15.2 AC
1973	6102	CHURCH	1.4 AC
1973	9999	UNUSABLE	25.9 AC
1977	5004	NEIGHBORHOOD SHOPPING CENTER	8.8 AC
1979	101	SINGLE FAMILY	118.0 DU
1979	9999	UNUSABLE	15.0 AC
1980	101	SINGLE FAMILY	870.0 DU
1980	4112	FREEWAY	34.3 AC
1980	5004	NEIGHBORHOOD SHOPPING CENTER	1.0 AC
1980	6102	CHURCH	8.4 AC
1980	6806	ELEMENTARY SCHOOL	14.3 AC
1980	7601	ACTIVE PARK	4.2 AC
1980	7602	PASSIVE PARK	107.4 AC
1980	7603	OPEN SPACE	9.7 AC
1980	9999	UNUSABLE	16.2 AC

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LAND USE REPORT

ZONE	CODE	LAND USE	INTENSITY
1981	101	SINGLE FAMILY	334.0 DU
1981	4112	FREEWAY	8.2 AC
1981	5004	NEIGHBORHOOD SHOPPING CENTER	1.0 AC
1981	9999	UNUSABLE	41.3 AC

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LAND USE SUMMARY

CODE	LAND USE	INTENSITY	PERSON TRIPS	VEHICLE TRIPS
101	SINGLE FAMILY	4598. DU		
102	MULTI-FAMILY	17072. DU		
1402	DORMITORY	8. AC		
1501	HOTEL, MOTEL, OR RESORT	44. AC		
2101	INDUSTRIAL PARK	490. AC		
2103	LIGHT INDUSTRY	48. AC		
2104	WAREHOUSING OR STORAGE	11. AC		
4112	FREEWAY	327. AC		
4113	COMMUNICATION OR UTILITY	2. AC		
4116	PARK AND RIDE LOT	4. AC		
4119	OTHER TRANSPORTATION	11. AC		
5001	WHOLESALE TRADE	30. AC		
5002	REGIONAL SHOPPING CENTER	79. AC		
5003	COMMUNITY SHOPPING CENTER	47. AC		
5004	NEIGHBORHOOD SHOPPING CENTER	58. AC		
5007	COMMUNITY SC ADJUSTMENT	100. TRIPS (x100)		
5008	GAS STATION W/FOOD MRT	2. STA		
5009	OTHER RETAIL	42. AC		
5010	FAST FOOD RESTAURANT	4. KSF		
6001	HIGH RISE OFFICE	37. AC		
6002	LOW RISE OFFICE	111. AC		
6005	GREENWICH DR. OFFICES	52. AC		
6102	CHURCH	30. AC		
6103	LIBRARY	1. AC		
6105	FIRE OR POLICE STATION	3. AC		
6109	OTHER PUBLIC SERVICE	1. AC		
6501	MAJOR HOSPITAL	33. AC		
6502	HOSPITAL	85. AC		
6801	SDSU OR UCSD	204. AC		
6804	SENIOR HIGH SCHOOL	87. AC		
6805	JUNIOR HIGH OR MIDDLE SCHOOL	19. AC		
6806	ELEMENTARY SCHOOL	48. AC		
6810	UCSD COUNTS	484. TRIPS (x100)		
7204	GOLF COURSE	277. AC		
7601	ACTIVE PARK	109. AC		
7602	PASSIVE PARK	453. AC		
7603	OPEN SPACE	736. AC		
7604	ACTIVE BEACH	307. AC		
9101	VACANT	565. AC		
9999	UNUSABLE	2330. AC		
	TOTAL		914,490	623,680

## LAND USE PERSON TRIP GENERATION RATES

CODE	LAND USE	RATES	TRIP END	SPLIT PERCENTAGES										
				TOTAL	HOME WORK	HOME COLL	HOME SCHL	HOME SHOP	HOME OTHR	WORK OTHR	OTHR OTHR	SERV PASS	TOUR	APRT
101	SINGLE FAMILY	12.0	P	849	176	17	96	192	331	6	69	97	12	4
			A	151	27	0	0	0	394	33	388	138	20	0
102	MULTI-FAMILY	10.0	P	863	178	31	66	234	328	5	61	80	14	3
			A	137	37	0	0	0	409	31	385	120	18	0
103	MOBILE HOME PARK	7.5	P	833	129	16	35	268	390	15	85	48	11	3
			A	167	18	0	0	0	414	75	426	50	17	0
104	LOW INCOME	8.9	P	863	178	31	66	234	328	5	61	80	14	3
			A	137	37	0	0	0	409	31	385	120	18	0
105	MID INCOME	11.0	P	849	176	17	96	192	331	6	69	97	12	4
			A	151	27	0	0	0	394	33	388	138	20	0
106	HIGH INCOME	11.7	P	849	176	17	96	192	331	6	69	97	12	4
			A	151	27	0	0	0	394	33	388	138	20	0
107	SFD UNIVERSITY S.	15.0	P	849	176	17	96	192	331	6	69	97	12	4
			A	151	27	0	0	0	394	33	388	138	20	0
1200	MULTI-FAMILY	95.1	P	863	178	31	66	234	328	5	61	80	14	3
			A	137	37	0	0	0	409	31	385	120	18	0
1401	JAIL	10.3	P	267	0	0	0	0	0	597	403	0	0	0
			A	733	591	0	0	0	25	218	147	19	0	0
1402	DORMITORY	.0	P	845	192	34	70	229	319	0	60	78	15	3
			A	155	40	0	0	0	415	105	307	113	20	0
1403	MILITARY BARRACKS	.0	P	845	192	34	70	229	319	0	60	78	15	3
			A	155	40	0	0	0	415	105	307	113	20	0
1404	MONASTERY	5.1	P	839	183	46	79	216	307	0	78	91	0	0
			A	161	60	0	0	0	414	0	408	118	0	0
1409	OTHER GROUP QUARTERS	5.3	P	857	192	35	69	217	329	5	66	87	0	0
			A	143	32	0	0	0	421	29	398	120	0	0
1501	HOTEL, MOTEL, OR RESORT	477.2	P	888	0	0	0	0	0	34	32	0	887	47
			A	112	127	0	0	14	105	274	255	60	165	0
2001	HEAVY INDUSTRY	64.1	P	261	0	0	0	0	0	500	446	0	39	15
			A	739	547	0	0	0	26	177	158	20	72	0
2100	LIGHT INDUSTRY	120.0	P	338	0	0	0	0	0	605	386	0	0	9
			A	662	335	0	0	0	115	310	198	42	0	0
2101	INDUSTRIAL PARK	120.0	P	338	0	0	0	0	0	605	386	0	0	9
			A	662	335	0	0	0	115	310	198	42	0	0

## LAND USE PERSON TRIP GENERATION RATES

CODE	LAND USE	RATES	TRIP END	SPLIT PERCENTAGES									
				TOTAL	HOME WORK	HOME COLL	HOME SCHL	HOME SHOP	HOME OTHR	WORK OTHR	OTHR OTHR	SERV PASS	TOUR APRT
2102	LIGHT INDUSTRY	110.0	P	338	0	0	0	0	0	605	386	0	9
			A	662	335	0	0	0	115	310	198	42	0
2103	LIGHT INDUSTRY	110.0	P	320	0	0	0	0	0	603	373	0	6
			A	680	428	0	0	0	48	285	175	26	38
2104	WAREHOUSING OR STORAGE	33.9	P	323	0	0	0	0	0	611	383	0	6
			A	677	448	0	0	0	51	292	183	26	0
2105	SPECIAL INDUSTRY	247.0	P	367	0	0	0	0	0	770	222	0	8
			A	633	427	0	0	0	140	252	134	47	0
2201	EXTRACTIVE INDUSTRY	2.2	P	267	0	0	0	0	0	597	403	0	0
			A	733	591	0	0	0	25	218	147	19	0
2301	JUNKYARD, DUMP, OR LANDFILL	8.1	P	267	0	0	0	0	0	598	402	0	0
			A	733	591	0	0	0	24	219	147	19	0
4101	COMMERCIAL AIRPORT	155.7	P	0	0	0	0	0	0	0	0	0	1000
			A	1000	17	0	0	0	0	0	0	0	983
4102	MILITARY AIRPORT	.0	P	347	0	0	0	0	0	805	110	0	85
			A	653	450	0	0	0	47	76	134	23	270
4103	GENERAL AVIATION AIRPORT	9.9	P	301	0	0	0	0	0	559	347	0	94
			A	699	344	0	0	0	38	241	150	20	207
4104	AIRSTRIP	1.3	P	325	0	0	0	0	0	636	364	0	0
			A	675	444	0	0	0	49	307	176	24	0
4110	OTHER TRANSPORTATION	7.1	P	414	0	0	0	0	0	552	448	0	0
			A	586	354	0	0	0	214	93	110	229	0
4111	TRANSIT STATION	254.3	P	302	0	0	0	0	0	346	645	0	9
			A	698	241	0	0	0	163	149	280	167	0
4112	FREEWAY	.0	P	500	100	100	100	100	100	100	100	100	100
			A	500	100	100	100	100	100	100	100	100	100
4113	COMMUNICATION OR UTILITY	2.8	P	370	0	0	0	0	0	612	382	0	6
			A	630	333	0	0	0	61	360	225	21	0
4114	SURFACE PARKING LOT	.0	P	500	100	100	100	100	100	100	100	100	100
			A	500	100	100	100	100	100	100	100	100	100
4115	STRUCTURE PARKING LOT	.0	P	500	100	100	100	100	100	100	100	100	100
			A	500	100	100	100	100	100	100	100	100	100
4116	PARK AND RIDE LOT	301.1	P	300	0	0	0	0	0	349	651	0	0
			A	700	241	0	0	0	164	149	280	166	0

## LAND USE PERSON TRIP GENERATION RATES

CODE	LAND USE	RATES	TRIP END	SPLIT PERCENTAGES										
				TOTAL	HOME WORK	HOME COLL	HOME SCHL	HOME SHOP	HOME OTHR	WORK OTHR	OTHR OTHR	SERV PASS	TOUR	APRT
4117	RAILROAD	.0	P	500	100	100	100	100	100	100	100	100	100	100
			A	500	100	100	100	100	100	100	100	100	100	100
4118	ROADS	.0	P	500	100	100	100	100	100	100	100	100	100	100
			A	500	100	100	100	100	100	100	100	100	100	100
4119	OTHER TRANSPORTATION	37.4	P	230	0	0	0	0	0	195	353	0	452	0
			A	770	46	0	0	0	31	59	105	32	727	0
5000	GENERAL COMMERCIAL	461.0	P	372	0	0	0	0	0	171	821	0	7	1
			A	628	67	0	0	166	135	102	487	23	20	0
5001	WHOLESALE TRADE	78.6	P	346	0	0	0	0	0	614	382	0	0	4
			A	654	297	0	0	0	55	325	203	21	99	0
5002	REGIONAL SHOPPING CENTER	750.0	P	322	0	0	0	0	0	149	796	0	54	1
			A	678	56	0	0	269	66	71	380	18	140	0
5003	COMMUNITY SHOPPING CENTER	1000.0	P	339	0	0	0	0	0	70	909	0	20	1
			A	661	30	0	0	227	157	36	468	27	55	0
5004	NEIGHBORHOOD SHOPPING CENTER	1500.0	P	340	0	0	0	0	0	72	903	0	24	1
			A	660	30	0	0	225	152	37	466	25	65	0
5005	SPECIALTY COMMERCIAL	1250.0	P	333	0	0	0	0	0	158	743	0	98	1
			A	667	47	0	0	125	98	79	371	18	262	0
5007	COMMUNITY SC ADJUSTMENT	142.3	P	339	0	0	0	0	0	70	909	0	20	1
			A	661	30	0	0	227	157	36	468	27	55	0
5008	GAS STATION W/FOOD MRT(/STA)	1190.0	P	372	0	0	0	0	0	171	821	0	7	1
			A	628	67	0	0	166	135	102	487	23	20	0
5009	OTHER RETAIL	1250.0	P	372	0	0	0	0	0	171	821	0	7	1
			A	628	67	0	0	166	135	102	487	23	20	0
5010	FAST FOOD RESTAURANT(/KSF)	963.0	P	372	0	0	0	0	0	171	821	0	7	1
			A	628	67	0	0	166	135	102	487	23	20	0
6000	GENERAL OFFICE	400.0	P	345	0	0	0	0	0	532	428	0	36	4
			A	655	265	0	0	0	116	281	226	8	104	0
6001	HIGH RISE OFFICE	950.0	P	343	0	0	0	0	0	567	398	0	32	3
			A	657	321	0	0	2	50	297	209	27	94	0
6002	LOW RISE OFFICE	400.0	P	345	0	0	0	0	0	532	428	0	36	4
			A	655	265	0	0	0	116	281	226	8	104	0

## LAND USE PERSON TRIP GENERATION RATES

CODE	LAND USE	RATES	TRIP END	SPLIT PERCENTAGES										
				TOTAL	HOME WORK	HOME COLL	HOME SCHL	HOME SHOP	HOME OTHR	WORK OTHR	OTHR OTHR	SERV PASS	TOUR	APRT
6003	GOV'T OFFICE OR CENTER	800.0	P	355	0	0	0	0	0	311	648	0	39	2
6004	HIGH RISE OFFICE	2873.7	A	645	117	0	0	0	226	171	357	15	114	0
			P	343	0	0	0	0	567	398	0	32	3	
6005	GREENWICH DR. OFFICES	280.0	A	657	321	0	0	2	50	297	209	27	94	0
			P	345	0	0	0	0	532	428	0	36	4	
6100	PUBLIC SERVICE	261.5	A	655	265	0	0	0	116	281	226	8	104	0
			P	300	0	0	0	0	205	795	0	0	0	
6101	CEMETERY	4.3	A	700	42	0	0	0	519	88	341	10	0	0
			P	288	0	0	0	0	184	816	0	0	0	
6102	CHURCH	44.1	A	712	322	0	0	0	232	74	331	0	41	0
			P	243	0	0	0	0	241	756	0	0	3	
6103	LIBRARY	299.8	A	757	63	0	0	0	513	78	243	85	18	0
			P	365	0	0	0	0	322	678	0	0	0	
6104	POST OFFICE	1039.7	A	635	130	0	0	0	254	185	390	16	25	0
			P	370	0	0	0	0	325	674	0	0	1	
6105	FIRE OR POLICE STATION	200.0	A	630	134	0	0	0	257	191	397	17	4	0
			P	370	0	0	0	0	324	676	0	0	0	
6108	MISSION	53.6	A	630	134	0	0	0	260	191	397	18	0	0
			P	219	0	0	0	0	165	518	0	315	2	
6109	OTHER PUBLIC SERVICE	261.5	A	781	27	0	0	0	210	47	145	34	537	0
			P	300	0	0	0	0	205	795	0	0	0	
6500	HOSPITAL	400.0	A	700	42	0	0	0	519	88	341	10	0	0
			P	259	0	0	0	0	264	723	0	8	5	
6501	MAJOR HOSPITAL	400.0	A	741	243	0	0	0	347	93	253	49	15	0
			P	253	0	0	0	0	243	674	0	79	4	
6502	HOSPITAL	400.0	A	747	206	0	0	0	300	83	228	40	143	0
			P	259	0	0	0	0	264	723	0	8	5	
6509	OTHER HEALTH CARE	455.8	A	741	243	0	0	0	347	93	253	49	15	0
			P	320	0	0	0	0	237	758	0	3	2	
6701	MILITARY USE	1.9	A	680	106	0	0	0	388	111	357	25	13	0
			P	441	0	0	0	94	191	99	545	0	6	65
6800	GENERAL SCHOOL	274.7	A	559	168	0	0	32	264	78	430	20	8	0
			P	160	0	0	0	0	152	845	0	2	1	
			A	840	31	0	468	0	118	29	162	190	2	0

## LAND USE PERSON TRIP GENERATION RATES

CODE	LAND USE	RATES	TRIP END	SPLIT PERCENTAGES										
				TOTAL	HOME WORK	HOME COLL	HOME SCHL	HOME SHOP	HOME OTHR	WORK OTHR	OTHR OTHR	SERV PASS	TOUR	APRT
6801	SDSU OR UCSD	146.4	P	284	50	0	0	108	223	157	438	0	21	3
			A	716	70	619	0	0	30	62	174	19	26	0
6802	UNIVERSITY OR COLLEGE	146.4	P	284	50	0	0	108	223	157	438	0	21	3
			A	716	70	619	0	0	30	62	174	19	26	0
6803	JUNIOR COLLEGE	186.6	P	144	0	0	0	0	0	185	799	0	14	2
			A	856	43	719	0	0	29	31	135	28	15	0
6804	SENIOR HIGH SCHOOL	159.5	P	188	0	0	0	0	0	185	809	0	4	2
			A	812	55	0	510	0	79	43	187	120	6	0
6805	JUNIOR HIGH OR MIDDLE SCHOOL	170.2	P	172	0	0	0	0	0	110	882	0	7	1
			A	828	32	0	530	0	73	23	184	149	9	0
6806	ELEMENTARY SCHOOL	274.7	P	160	0	0	0	0	0	152	845	0	2	1
			A	840	31	0	468	0	118	29	162	190	2	0
6807	SCHOOL DISTRICT OFFICE	264.8	P	345	0	0	0	0	0	530	429	0	37	4
			A	655	265	0	0	0	112	280	227	7	109	0
6810	UCSD COUNTS	131.2	P	284	50	0	0	108	223	157	438	0	21	3
			A	716	70	619	0	0	30	62	174	19	26	0
7200	OTHER RECREATION	7.0	P	258	0	0	0	0	0	118	882	0	0	0
			A	742	9	0	0	0	623	41	307	20	0	0
7201	TOURIST ATTRACTION	70.0	P	279	0	0	0	0	0	172	476	0	352	0
			A	721	57	0	0	0	334	67	184	0	358	0
7202	STADIUM OR ARENA	24.0	P	242	0	0	0	0	0	55	561	0	384	0
			A	758	48	0	0	0	265	18	179	9	481	0
7203	RACETRACK	15.7	P	245	0	0	0	0	0	67	698	0	235	0
			A	755	36	0	0	0	404	22	227	13	298	0
7204	GOLF COURSE	10.6	P	251	0	0	0	0	0	62	861	0	77	0
			A	749	7	0	0	0	601	21	289	17	65	0
7206	CONVENTION CENTER	400.4	P	261	0	0	0	0	0	34	363	0	481	122
			A	739	22	0	0	0	105	12	129	3	729	0
7207	MARINA	61.9	P	233	0	0	0	0	0	84	628	0	288	0
			A	767	4	0	0	0	292	26	191	10	477	0
7209	OTHER RECREATION	7.0	P	258	0	0	0	0	0	118	882	0	0	0
			A	742	9	0	0	0	623	41	307	20	0	0
7601	ACTIVE PARK	71.7	P	247	0	0	0	0	0	64	906	0	30	0
			A	753	8	0	0	0	626	21	298	19	28	0



## LAND USE PERSON TRIP GENERATION RATES

CODE	LAND USE	RATES	TRIP END	SPLIT PERCENTAGES										
				TOTAL	HOME WORK	HOME COLL	HOME SCHL	HOME SHOP	HOME OTHR	WORK OTHR	OTHR OTHR	SERV PASS	TOUR	APRT
7602	PASSIVE PARK	2.6	P	248	0	0	0	0	0	66	917	0	17	0
			A	752	0	0	0	0	647	22	303	19	9	0
7603	OPEN SPACE	.0	P	500	100	100	100	100	100	100	100	100	100	100
			A	500	100	100	100	100	100	100	100	100	100	100
7604	ACTIVE BEACH	175.0	P	291	0	0	0	0	0	36	545	0	419	0
			A	709	4	0	0	0	308	15	224	5	444	0
7605	PASSIVE BEACH	4.4	P	276	0	0	0	0	0	69	897	0	34	0
			A	724	13	0	0	0	592	26	343	13	13	0
8000	AGRICULTURE	2.3	P	251	0	0	0	0	0	917	83	0	0	0
			A	749	705	0	0	0	28	106	139	22	0	0
8001	ORCHARDS OR VINEYARD	2.3	P	267	0	0	0	0	0	598	402	0	0	0
			A	733	590	0	0	0	24	218	147	21	0	0
8002	INTENSIVE AGRICULTURE	2.3	P	266	0	0	0	0	0	595	405	0	0	0
			A	734	592	0	0	0	22	217	147	22	0	0
8003	FIELD CROPS	2.3	P	268	0	0	0	0	0	597	403	0	0	0
			A	732	590	0	0	0	24	219	148	19	0	0
9101	VACANT	.0	P	500	100	100	100	100	100	100	100	100	100	100
			A	500	100	100	100	100	100	100	100	100	100	100
9200	WATER	.0	P	500	100	100	100	100	100	100	100	100	100	100
			A	500	100	100	100	100	100	100	100	100	100	100
9201	BAYS, LAGOONS	.0	P	500	100	100	100	100	100	100	100	100	100	100
			A	500	100	100	100	100	100	100	100	100	100	100
9202	LAKES, RESERVOIRS	.0	P	500	100	100	100	100	100	100	100	100	100	100
			A	500	100	100	100	100	100	100	100	100	100	100
9501	RESIDENTIAL CONTRUCTION	6.2	P	367	0	0	0	0	0	770	222	0	0	8
			A	633	427	0	0	0	140	252	134	47	0	0
9502	COMMERCIAL CONTRUCTION	6.2	P	367	0	0	0	0	0	770	222	0	0	8
			A	633	427	0	0	0	140	252	134	47	0	0
9503	INDUSTRIAL CONTRUCTION	6.2	P	367	0	0	0	0	0	770	222	0	0	8
			A	633	427	0	0	0	140	252	134	47	0	0
9998	RESIDENTIAL	.0	P	342	0	0	0	0	0	222	678	0	94	6
			A	658	118	13	75	101	135	115	354	48	41	0
9999	UNUSABLE	.0	P	342	0	0	0	0	0	222	677	0	94	7
			A	658	116	14	75	102	136	116	354	47	40	0

## **APPENDIX II**

**Build-Out**

**Land Use Information**

UNIVERSITY FOCUSED TRANSPORTATION STUDY  
BUILD-OUT

LAND USE REPORT

ZONE	CODE	LAND USE	INTENSITY
1670	7603	OPEN SPACE	380.1 AC
1670	7604	ACTIVE BEACH	190.0 AC
1670	9999	UNUSABLE	76.5 AC
1672	4112	FREEWAY	12.4 AC
1672	4116	PARK AND RIDE LOT	2.0 AC
1672	4119	OTHER TRANSPORTATION	10.9 AC
1672	7603	OPEN SPACE	298.1 AC
1672	9999	UNUSABLE	417.6 AC
1768	1501	HOTEL, MOTEL, OR RESORT	15.3 AC
1768	2101	INDUSTRIAL PARK	1.5 AC
1768	7204	GOLF COURSE	276.6 AC
1768	7601	ACTIVE PARK	22.4 AC
1768	7603	OPEN SPACE	20.8 AC
1768	9999	UNUSABLE	9.1 AC
1770	2101	INDUSTRIAL PARK	14.0 AC
1770	6002	LOW RISE OFFICE	13.7 AC
1770	7603	OPEN SPACE	2.2 AC
1770	9999	UNUSABLE	61.0 AC
1791	2101	INDUSTRIAL PARK	106.4 AC
1791	2103	LIGHT INDUSTRY	6.7 AC
1791	9999	UNUSABLE	76.8 AC
1830	2106	SCIENTIFIC R & D (KSF)	2556.0 KSF
1830	4112	FREEWAY	19.8 AC
1830	9999	UNUSABLE	191.8 AC
1837	2103	LIGHT INDUSTRY	9.4 AC
1837	2106	SCIENTIFIC R & D (KSF)	831.6 KSF
1837	9999	UNUSABLE	20.3 AC
1841	2106	SCIENTIFIC R & D (KSF)	1025.4 KSF
1841	6503	HOSPITAL (BEDS)	320.0 BEDS
1841	6504	MEDICAL OFFICE (KSF)	290.0 KSF
1841	9999	UNUSABLE	2.2 AC

UNIVERSITY FOCUSED TRANSPORTATION STUDY  
BUILD-OUT

LAND USE REPORT

ZONE	CODE	LAND USE	INTENSITY
1847	2106	SCIENTIFIC R & D (KSF)	2150.0 KSF
1847	4112	FREEWAY	17.1 AC
1847	6801	SDSU OR UCSD	0.0 AC
1847	9999	UNUSABLE	154.3 AC
1856	101	SINGLE FAMILY	2.0 DU
1856	2101	INDUSTRIAL PARK	22.8 AC
1856	7603	OPEN SPACE	7.4 AC
1856	7604	ACTIVE BEACH	116.9 AC
1856	9999	UNUSABLE	4.1 AC
1865	2106	SCIENTIFIC R & D (KSF)	858.9 KSF
1865	2107	LG. BUSINESS PARK (KSF)	502.7 KSF
1865	9999	UNUSABLE	107.0 AC
1871	6810	UCSD COUNTS	113.0 TRIPS (x100)
1874	2103	LIGHT INDUSTRY	60.8 AC
1874	4112	FREEWAY	10.3 AC
1874	6109	OTHER PUBLIC SERVICE	6.0 AC
1874	9999	UNUSABLE	95.1 AC
1875	4112	FREEWAY	8.2 AC
1875	6502	HOSPITAL	46.9 AC
1875	6801	SDSU OR UCSD	15.8 AC
1876	2106	SCIENTIFIC R & D (KSF)	479.9 KSF
1876	2107	LG. BUSINESS PARK (KSF)	117.4 KSF
1876	4112	FREEWAY	3.4 AC
1876	9999	UNUSABLE	47.1 AC
1879	2101	INDUSTRIAL PARK	16.4 AC
1879	2103	LIGHT INDUSTRY	6.7 AC
1879	2104	WAREHOUSING OR STORAGE	5.8 AC
1879	5001	WHOLESALE TRADE	17.2 AC
1879	5009	OTHER RETAIL	23.4 AC

UNIVERSITY FOCUSED TRANSPORTATION STUDY  
BUILD-OUT

LAND USE REPORT

ZONE	CODE	LAND USE	INTENSITY
1879	9999	UNUSABLE	72.7 AC
1880	2101	INDUSTRIAL PARK	15.1 AC
1880	2103	LIGHT INDUSTRY	5.4 AC
1880	9999	UNUSABLE	40.7 AC
1884	6810	UCSD COUNTS	75.0 TRIPS (x100)
1886	102	MULTI-FAMILY	250.0 DU
1886	6109	OTHER PUBLIC SERVICE	1.3 AC
1886	9999	UNUSABLE	10.4 AC
1887	102	MULTI-FAMILY	356.0 DU
1887	9999	UNUSABLE	11.2 AC
1888	2101	INDUSTRIAL PARK	52.2 AC
1888	2103	LIGHT INDUSTRY	9.5 AC
1888	2104	WAREHOUSING OR STORAGE	5.3 AC
1888	2105	SPECIAL INDUSTRY	13.4 AC
1888	4118	ROADS	0.4 AC
1888	9999	UNUSABLE	45.9 AC
1889	4112	FREEWAY	9.7 AC
1889	6502	HOSPITAL	0.0 AC
1889	6801	SDSU OR UCSD	156.6 AC
1890	4112	FREEWAY	13.9 AC
1890	4118	ROADS	0.1 AC
1890	6109	OTHER PUBLIC SERVICE	30.0 AC
1890	9999	UNUSABLE	141.1 AC
1891	6810	UCSD COUNTS	32.5 TRIPS (x100)
1892	4112	FREEWAY	31.6 AC
1892	4118	ROADS	5.1 AC
1892	9999	UNUSABLE	182.2 AC

UNIVERSITY FOCUSED TRANSPORTATION STUDY  
BUILD-OUT

LAND USE REPORT

ZONE	CODE	LAND USE	INTENSITY
1893	4113	COMMUNICATION OR UTILITY	1.7 AC
1893	6002	LOW RISE OFFICE	3.0 AC
1893	6105	FIRE OR POLICE STATION	2.8 AC
1893	6804	SENIOR HIGH SCHOOL	33.4 AC
1893	7601	ACTIVE PARK	10.4 AC
1894	2101	INDUSTRIAL PARK	21.4 AC
1894	2103	LIGHT INDUSTRY	1.7 AC
1894	4112	FREEWAY	2.8 AC
1894	9999	UNUSABLE	6.8 AC
1896	2101	INDUSTRIAL PARK	7.8 AC
1896	2103	LIGHT INDUSTRY	2.8 AC
1896	2106	SCIENTIFIC R & D (KSF)	221.5 KSF
1896	2107	LG. BUSINESS PARK (KSF)	274.6 KSF
1896	4118	ROADS	1.2 AC
1896	6006	SMALL OFFICE BLDG. (KSF)	10.1 KSF
1896	9999	UNUSABLE	3.4 AC
1897	2106	SCIENTIFIC R & D (KSF)	215.2 KSF
1897	2107	LG. BUSINESS PARK (KSF)	14.1 KSF
1897	6002	LOW RISE OFFICE	15.7 AC
1897	6006	SMALL OFFICE BLDG. (KSF)	33.6 KSF
1897	9999	UNUSABLE	0.8 AC
1898	6001	HIGH RISE OFFICE	1.2 AC
1898	6002	LOW RISE OFFICE	7.8 AC
1898	6102	CHURCH	5.1 AC
1898	6109	OTHER PUBLIC SERVICE	0.3 AC
1898	9999	UNUSABLE	0.4 AC
1899	6810	UCSD COUNTS	118.0 TRIPS (x100)
1900	2101	INDUSTRIAL PARK	19.2 AC
1900	4112	FREEWAY	7.7 AC
1900	5009	OTHER RETAIL	9.4 AC

UNIVERSITY FOCUSED TRANSPORTATION STUDY  
BUILD-OUT 5

LAND USE REPORT

ZONE	CODE	LAND USE	INTENSITY
1901	6810	UCSD COUNTS	135.5 TRIPS (x100)
1902	4112	FREEWAY	8.3 AC
1902	6501	MAJOR HOSPITAL	33.4 AC
1902	6810	UCSD COUNTS	58.0 TRIPS (x100)
1903	2101	INDUSTRIAL PARK	4.0 AC
1903	4118	ROADS	1.9 AC
1903	6001	HIGH RISE OFFICE	3.7 AC
1903	6002	LOW RISE OFFICE	6.6 AC
1904	102	MULTI-FAMILY	95.0 DU
1904	1501	HOTEL, MOTEL, OR RESORT	6.6 AC
1904	2101	INDUSTRIAL PARK	2.8 AC
1904	9999	UNUSABLE	1.1 AC
1905	6001	HIGH RISE OFFICE	9.2 AC
1905	6002	LOW RISE OFFICE	14.1 AC
1905	9999	UNUSABLE	2.3 AC
1906	102	MULTI-FAMILY	860.0 DU
1906	4112	FREEWAY	5.9 AC
1906	6801	SDSU OR UCSD	31.7 AC
1908	102	MULTI-FAMILY	250.0 DU
1908	1501	HOTEL, MOTEL, OR RESORT	3.5 AC
1908	5009	OTHER RETAIL	8.3 AC
1908	6001	HIGH RISE OFFICE	5.0 AC
1908	6002	LOW RISE OFFICE	7.0 AC
1908	7601	ACTIVE PARK	2.8 AC
1908	9999	UNUSABLE	0.6 AC
1910	2101	INDUSTRIAL PARK	35.0 AC
1910	4112	FREEWAY	16.1 AC
1910	4118	ROADS	1.4 AC
1910	5009	OTHER RETAIL	16.0 AC

UNIVERSITY FOCUSED TRANSPORTATION STUDY  
BUILD-OUT

LAND USE REPORT

ZONE	CODE	LAND USE	INTENSITY
1911	102	MULTI-FAMILY	60.0 DU
1911	4118	ROADS	2.0 AC
1911	5009	OTHER RETAIL	9.2 AC
1911	6001	HIGH RISE OFFICE	19.1 AC
1912	5002	REGIONAL SHOPPING CENTER	73.0 AC
1912	9999	UNUSABLE	0.3 AC
1914	102	MULTI-FAMILY	955.0 DU
1914	1501	HOTEL, MOTEL, OR RESORT	5.8 AC
1914	5004	NEIGHBORHOOD SHOPPING CENTER	5.9 AC
1914	9999	UNUSABLE	2.7 AC
1915	102	MULTI-FAMILY	1400.0 DU
1915	4118	ROADS	0.6 AC
1915	9999	UNUSABLE	2.2 AC
1916	1501	HOTEL, MOTEL, OR RESORT	3.8 AC
1916	4112	FREEWAY	5.7 AC
1916	5009	OTHER RETAIL	3.9 AC
1916	6001	HIGH RISE OFFICE	10.1 AC
1916	6002	LOW RISE OFFICE	1.0 AC
1916	9999	UNUSABLE	4.4 AC
1917	1501	HOTEL, MOTEL, OR RESORT	8.8 AC
1917	4112	FREEWAY	4.1 AC
1917	5009	OTHER RETAIL	6.0 AC
1917	6002	LOW RISE OFFICE	11.2 AC
1918	102	MULTI-FAMILY	76.0 DU
1918	1501	HOTEL, MOTEL, OR RESORT	6.3 AC
1918	4118	ROADS	0.4 AC
1920	102	MULTI-FAMILY	635.0 DU
1922	101	SINGLE FAMILY	56.0 DU
1922	102	MULTI-FAMILY	257.0 DU



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LAND USE REPORT

ZONE	CODE	LAND USE	INTENSITY
1922	5002	REGIONAL SHOPPING CENTER	6.2 AC
1922	9999	UNUSABLE	8.6 AC
1923	102	MULTI-FAMILY	200.0 DU
1923	9999	UNUSABLE	0.3 AC
1924	102	MULTI-FAMILY	584.0 DU
1924	1501	HOTEL, MOTEL, OR RESORT	1.1 AC
1924	6002	LOW RISE OFFICE	1.9 AC
1925	2101	INDUSTRIAL PARK	27.0 AC
1925	4112	FREEWAY	3.7 AC
1925	4118	ROADS	6.3 AC
1925	7601	ACTIVE PARK	30.0 AC
1927	102	MULTI-FAMILY	685.0 DU
1927	4112	FREEWAY	2.0 AC
1927	6001	HIGH RISE OFFICE	2.2 AC
1927	6002	LOW RISE OFFICE	10.7 AC
1927	6109	OTHER PUBLIC SERVICE	0.8 AC
1928	4112	FREEWAY	2.8 AC
1928	5003	COMMUNITY SHOPPING CENTER	22.8 AC
1929	102	MULTI-FAMILY	935.0 DU
1929	5004	NEIGHBORHOOD SHOPPING CENTER	16.8 AC
1929	9999	UNUSABLE	5.1 AC
1930	102	MULTI-FAMILY	36.0 DU
1930	5004	NEIGHBORHOOD SHOPPING CENTER	5.3 AC
1931	102	MULTI-FAMILY	754.0 DU
1932	102	MULTI-FAMILY	615.0 DU

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LAND USE REPORT

ZONE	CODE	LAND USE	INTENSITY
1933	102	MULTI-FAMILY	116.0 DU
1933	4112	FREEWAY	3.7 AC
1933	5003	COMMUNITY SHOPPING CENTER	28.6 AC
1933	5007	COMMUNITY SC ADJUSTMENT	100.0 TRIPS (x100)
1934	102	MULTI-FAMILY	339.0 DU
1935	102	MULTI-FAMILY	400.0 DU
1935	7601	ACTIVE PARK	1.8 AC
1935	9999	UNUSABLE	3.2 AC
1936	102	MULTI-FAMILY	249.0 DU
1936	7601	ACTIVE PARK	16.6 AC
1937	102	MULTI-FAMILY	456.0 DU
1937	2101	INDUSTRIAL PARK	2.0 AC
1937	4118	ROADS	4.8 AC
1937	7602	PASSIVE PARK	7.2 AC
1937	9999	UNUSABLE	26.0 AC
1938	102	MULTI-FAMILY	444.0 DU
1938	4112	FREEWAY	3.4 AC
1938	6102	CHURCH	5.0 AC
1939	102	MULTI-FAMILY	780.0 DU
1939	7602	PASSIVE PARK	19.8 AC
1939	9999	UNUSABLE	2.1 AC
1941	102	MULTI-FAMILY	474.0 DU
1942	102	MULTI-FAMILY	943.0 DU
1943	102	MULTI-FAMILY	820.0 DU
1944	102	MULTI-FAMILY	548.0 DU

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LAND USE REPORT

ZONE	CODE	LAND USE	INTENSITY
1944	9999	UNUSABLE	0.1 AC
1947	102	MULTI-FAMILY	168.0 DU
1947	6806	ELEMENTARY SCHOOL	14.6 AC
1947	7601	ACTIVE PARK	7.2 AC
1948	101	SINGLE FAMILY	256.0 DU
1948	4112	FREEWAY	4.9 AC
1948	4116	PARK AND RIDE LOT	2.1 AC
1948	7601	ACTIVE PARK	2.5 AC
1948	7602	PASSIVE PARK	26.4 AC
1948	9999	UNUSABLE	12.0 AC
1949	102	MULTI-FAMILY	457.0 DU
1949	7602	PASSIVE PARK	13.4 AC
1950	102	MULTI-FAMILY	240.0 DU
1950	4112	FREEWAY	1.7 AC
1950	9999	UNUSABLE	2.2 AC
1954	101	SINGLE FAMILY	694.0 DU
1954	7602	PASSIVE PARK	34.5 AC
1954	9999	UNUSABLE	9.4 AC
1955	102	MULTI-FAMILY	729.0 DU
1955	4112	FREEWAY	24.1 AC
1955	7602	PASSIVE PARK	4.2 AC
1955	9999	UNUSABLE	5.5 AC
1956	102	MULTI-FAMILY	22.0 DU
1956	5004	NEIGHBORHOOD SHOPPING CENTER	7.5 AC
1957	6804	SENIOR HIGH SCHOOL	47.4 AC
1957	7602	PASSIVE PARK	25.1 AC
1958	102	MULTI-FAMILY	1200.0 DU

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LAND USE REPORT

ZONE	CODE	LAND USE	INTENSITY
1958	4112	FREEWAY	7.5 AC
1958	7601	ACTIVE PARK	5.3 AC
1958	9999	UNUSABLE	48.8 AC
1959	102	MULTI-FAMILY	547.0 DU
1959	7602	PASSIVE PARK	11.0 AC
1959	9999	UNUSABLE	2.1 AC
1960	102	MULTI-FAMILY	477.0 DU
1960	7602	PASSIVE PARK	5.7 AC
1961	101	SINGLE FAMILY	705.0 DU
1961	102	MULTI-FAMILY	61.0 DU
1961	4118	ROADS	1.1 AC
1961	5004	NEIGHBORHOOD SHOPPING CENTER	3.0 AC
1961	7602	PASSIVE PARK	61.9 AC
1961	9999	UNUSABLE	10.2 AC
1962	102	MULTI-FAMILY	340.0 DU
1962	7602	PASSIVE PARK	5.6 AC
1964	101	SINGLE FAMILY	200.0 DU
1964	102	MULTI-FAMILY	119.0 DU
1964	5008	GAS STATION.W/FOOD MRT (STA)	1.0 STA
1964	6804	SENIOR HIGH SCHOOL	6.0 AC
1964	6806	ELEMENTARY SCHOOL	11.3 AC
1964	9999	UNUSABLE	10.2 AC
1966	101	SINGLE FAMILY	326.0 DU
1966	4112	FREEWAY	3.5 AC
1966	5004	NEIGHBORHOOD SHOPPING CENTER	1.0 AC
1966	6102	CHURCH	3.7 AC
1966	7602	PASSIVE PARK	125.8 AC
1967	2101	INDUSTRIAL PARK	10.4 AC
1967	4112	FREEWAY	8.3 AC